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SAN FRANCISCO AIRPORTS COMMISSION



MINUTES

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January 6, 1992
Special Meeting

ART AGNOS, MAYOR COMMISSIONERS

PATRICK A. MURPHY
PRESIDENT

J. STANLEY MATTISON
VICE PRESIDENT

SHARON B. DUVALL

L. ANDREW JEANPIERRE

LOUIS A. TURPEN
DIRECTOR OF AIRPORTS

SAN FRANCISCO INTERNATIONAL AIRPORT

SAN FRANCISCO, CALIFORNIA 94128

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of the Minutes
Airports Commission

January 6, 1992
Special Meeting

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E.		ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:		
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	5.	Golf Shop Lease Rebid	92-0006	4
	6.	Authorization to Conduct Pre-Bid Conference: Hosiery & Related Gifts Shop Lease	92-0007	4
F.		CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:		
	7.	Mod. No. 1 to Agreements with HMH Inc., Towill Inc. & West Coast Survey, Inc. to Extend Contracts for Phase 2 Land Survey Services	92-0008	4
	8.	Declaration of Emergency - Contract 3104 - Emergency Terminal Replacement - Station M	92-0009	5
	9.	Bid Call - Contract 3067 - Traffic Signal Mod. at McDonnell Road at UAL/Lot CC Exits	92-0010	5

10.	Retirement Resolution: Charles McCusker	92-0011	5
11.	Resolution Ratifying Personnel Actions	92-0012	5
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Minutes
of the
Airports Commission Meeting

January 6, 1992
Special Meeting

A. CALL TO ORDER:

The regular meeting of the Airports Commission was called to order at 9:04 A.M. in Room 282, City Hall, San Francisco, Ca.

* * *

B. ROLL CALL:

Present: Patrick A. Murphy, President
J. Stanley Mattison, Vice President
L. Andrew Jeanpierre

Absent: Sharon B. Duvall

* * *

C. ADOPTION OF MINUTES:

The minutes of the regular meeting of December 3, 1991 were adopted by order of the Commission President.

No. 92-0001

* * *

D. ITEMS INITIATED BY COMMISSIONERS:

There were no items initiated by Commissioners.

* * *

E. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:

Items 1 through 6 were adopted unanimously.

1. Millbrae, South San Francisco and Pacifica Home Insulation Funding - FY91 and FY92

No. 92-0002

To provide the approvals for budgeting and disbursement of 20% local share home insulation funding for the cities of Millbrae (\$270,000.00), South San Francisco (\$430,000.00) and Pacifica (\$145,000.00). A total of \$845,000.00.

2. Host Food and Beverage Lease Option - Amended Modification

No. 92-0003

Ms. Angela Gittens, Deputy Director of Business and Finance informed the Commission that speakers at the Finance Committee meeting included those individuals who had addressed the Airports Commission on this matter. The only individuals who spoke against the option were Mary Yi and Roland Quan.

3. Host South Terminal Principal Concession Lease - Replacement Subtenant and Sublease Approval

No. 92-0004

Resolution approving replacement subtenant and sublease under Host's South Terminal Principal Concession Lease.

4. Airport Requirement to Secure 4.72 Acres of Plot 40 Under Lease to American Airlines, Inc.

No. 92-0005

Recommendation to approve acquisition of 4.72 acres of Plot 40 from American Airlines, Inc. for development of new fire station.

5. Golf Shop Lease Rebid

No. 92-0006

Resolution authorizing staff to rebid the Golf Shop Lease.

Ms. Gittens informed the Commission that there had been no bidders the first time this lease was put out to bid so the small business set aside was eliminated and the range of product offerings was broadened.

6. Authorization to Conduct Pre-Bid Conference: Hosiery and Related Gifts Shop Lease

No. 92-0007

* * *

F. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

Items 7 through 12 were adopted unanimously.

7. Modification No. 1 to Agreements with HHM Inc., Towill Inc., and West Coast Survey, Inc. to Extend Contracts for Phase 2 Land Survey Services

No. 92-0008

Resolution approving one-year extension of contracts to complete all topographical surveys for future development under the Airport Master Plan. Budget for each contract to complete the final phase: \$100,000.

8. Declaration of Emergency - Contract No. 3104:
Emergency Terminal Replacement - Station M

No. 92-0009

Ratification of the emergency declaration by the President of the Commission and authorization for immediate repairs.

9. Bid Call - Contract No. 3067:
Traffic Signal Modification at McDonnell Road at UAL/Lot 'CC' Exits

No. 92-0010

Adopt resolution approving the scope, budget and schedule and authorizing the Director to call for bid.

10. Retirement Resolution: Charles McCusker

No. 92-0011

11. Resolution Ratifying Personnel Actions

No. 92-0012

Resolution in accordance with the requirements of San Francisco City Charter Section 3.501, ratifying and approving certain personnel actions taken by the Director of Airports.

* * *

G. NEW BUSINESS:

There was no discussion by the Commission.

* * *

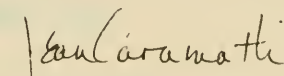
H. CORRESPONDENCE:

There was no discussion by the Commission.

* * *

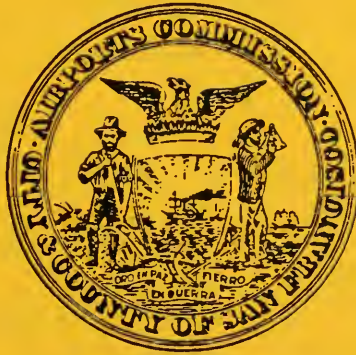
I. ADJOURNMENT:

There being no further calendared business before the Commission the meeting adjourned at 9:13 AM in order to go into closed session.


Jean Caramatti
Commission Secretary

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SAN FRANCISCO AIRPORTS COMMISSION



MINUTES

FEBRUARY 18, 1992

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JAMES K. HO

LOUIS A. TURPEN
Director Of Airports

SAN FRANCISCO INTERNATIONAL AIRPORT
SAN FRANCISCO, CALIFORNIA 94128

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Airports Commission
February 18, 1992

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	2.	AMPCO Parking Agreement - Exercise Option	92-0030	3
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	3.	Retirement Resolutions:		
		Santos Ancheta	92-0031	
		John House	92-0032	
		Pedro Gonzales	92-0033	
		Deo Dutt	92-0034	
		Conrad Fider	92-0035	
		You-Bong Louie	92-0036	
		Tommie Evans	92-0037	
		Joel Babbs	92-0038	
		Manley Bell	92-0039	
		Chris Rogers	92-0040	
		Cris Corpuz	92-0041	
		Carlos Baltodano	92-0042	3
	4.	Retirement Resolution: Henry "Bud" Bostwick, Jr.	92-0043	3
	5.	Declaration of Emergency - Contract 3126 - Emergency Water Line Repair - McDonnell Road & R-6	92-0044	3
G.		NEW BUSINESS:		4
H.		CORRESPONDENCE:		4
I.		CLOSED SESSION:		
		Settlement Julia Zaldivar		4
J.		ADJOURNMENT		4

Minutes
of the
Airports Commission Meeting

February 18, 1992

A. CALL TO ORDER:

The regular meeting of the Airports Commission was called to order at 9:00 A.M. in Room 282, City Hall, San Francisco, Ca.

* * *

B. ROLL CALL:

Present:	Patrick A. Murphy, President J. Stanley Mattison, Vice President L. Andrew Jeanpierre James K. Ho
----------	--

Absent:	Sharon B. Duval
---------	-----------------

* * *

C. ADOPTION OF MINUTES:

The minutes of the regular meeting of February 4, 1992 were adopted by order of the Commission President.

No. 92-0028

* * *

D. ITEMS INITIATED BY COMMISSIONERS:

There were no items initiated by Commissioners.

* * *

E. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:

The following items were adopted unanimously.

1. Approval of the Fiscal Year 1992/93 Budget

No. 92-0029	Resolution approving the proposed Fiscal Year 1992/93 Budget in the amount of \$199,222,168.
-------------	--

Mr. Lou Turpen, Airport Director told the Commission that the Airline Affairs Committee sent a letter without comment on the budget. The letter did indicate, however, that the Committee will have comments on capital projects in the future.

Commissioner Mattison asked about the access control program.

Mr. Turpen responded that there is a Federal mandate to require access control systems at selected airports. The contract for \$1.2-million will provide access control points at all points of entry. The Airport currently has palm reader identification cards in place in a vast majority of areas at the Airport.

Commissioner Mattison asked about personnel.

Mr. Turpen responded that 10 communications operators will be hired.

Commissioner Mattison said that a lot of time was spent on the garage bid. It would be interesting to take a look at what makes this tick and how efficiently service is being provided by the operator. That information could be used the next time the garage is bid. Staff could look at different ways of arranging for the services.

2. AMPCO Parking Agreement - Exercise Option

No. 92-0030 Resolution exercising the first option of AMPCO's Operating Agreement for Public Automobile Parking Facilities.

Mr. Turpen said that this initiates the Prop J process we are required to perform under the Charter. He said that AMPCO has done an excellent job and he is pleased with their performance.

* * *

F. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

Items 3 through 5 were adopted unanimously.

3. Retirement Resolutions

No. 92-0031 thru 92-0042	Santos Ancheta	Tommie Evans
	John House	Joel Babbs
	Pedro Gonzales	Manley Bell
	Deo Dutt	Chris Rogers
	Conrad Fider	Cris Corpuz
	You-Bong Louie	Carlos Baltodano

4. Retirement Resolution for Mr. Henry "Bud" Bostwick, Jr.

No. 92-0043

5. Declaration of Emergency - Contract No. 3126
Emergency Water Line Repair - McDonnell Road and R-6

No. 92-0044 Resolution ratifying the action of the President of the Airports Commission in declaring an emergency and authorizing the necessary repair.

* * *

G. NEW BUSINESS:

Ms. Gittens told the Commission that she will be attending a meeting of the Coalition of Economic Equity at 10:00 AM this morning to discuss the Host option.

* * *

H. CORRESPONDENCE:

There was no discussion by the Commission.

* * *


I. CLOSED SESSION:

The Airports Commission will go into closed session pursuant to Government Code Section 54956.9(a) for the purpose of discussing pending litigation entitled Julia Zaldivar v. City and County of San Francisco, et al, San Mateo Superior Court No. 333-618.

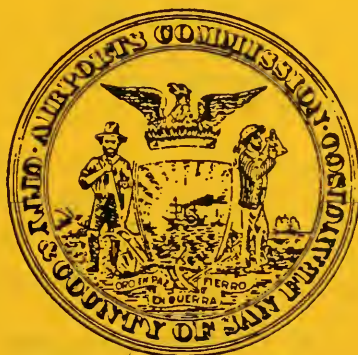
* * *

J. ADJOURNMENT:

There being no further calendared business before the Commission, the meeting adjourned at 9:10 AM to go into closed session.


Jean Caramatti
Commission Secretary

SAN FRANCISCO AIRPORTS COMMISSION



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MINUTES

March 10, 1992
Special Meeting

FRANK M. JORDAN, MAYOR

COMMISSIONERS

PATRICK A. MURPHY
President

J. STANLEY MATTISON
Vice President

SHARON B. DUVALL

L. ANDREW JEANPIERRE

JAMES K. HO

LOUIS A. TURPEN

Director Of Airports

SAN FRANCISCO INTERNATIONAL AIRPORT
SAN FRANCISCO, CALIFORNIA 94128

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of the Minutes
Airports Commission

March 10, 1992
Special Meeting

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B.		ROLL CALL:		3
C.		ADOPTION OF MINUTES:		
		Regular meeting of February 18, 1992	No. 92-0047	3
D.		ANNOUNCEMENT BY SECRETARY:		3
E.		ITEMS INITIATED BY COMMISSIONERS:		3
F.		ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:		
	1.	Award Sale of Second Series Refunding Bonds, Issue 1: Establish Terms & Interest Rates Pursuant to Competitive Bid & Award Sale of Second Series Refunding Bonds, Issue 1	92-0048	4
	2.	Revisions to Five Year Capital Projects Plan	92-0049	4
	3.	Award Contract 1960B - Electrical Improvements, Replace Cables 12MTR-1 & 12MTS-1	92-0050	4-5
	4.	Award Contract for Design & Programming of Air Traffic Monitoring System	92-0051	5
	5.	S.F. Foreign Flag Carriers' Request for Conceptual Approval for Reimbursement	92-0052	5
	6.	Pre-Bid Conf. - Public Pay Telephone Agreement	92-0053	5
G.		CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:		
	7.	Retirement Resolutions:	92-0054 thru 92-0092	5
	8.	Mod. of Professional Services Contract - Law Enforcement Psychological Services, Inc.	92-0093	6

9.	Mod. No. 4 to Lease & Use Agreement - American Airlines	92-0094	6
10.	Award of Contract 3067 - Traffic Signal Modification at McDonnell Road		6
11.	Bid Call - Contract 2333R - Airport Maintenance Base - Replace- ment of Security Gates A & B	92-0096	6

H. NEW BUSINESS:

Travel/Training: Airport Ground Transportation Assn.	92-0097	6
Free Speech Booth		6-7

I. CORESPONDENCE: 7

J. ADJOURNMENT: 7

Minutes
of the
Airports Commission Meeting

March 10, 1992
Special Meeting

A. CALL TO ORDER:

The special meeting of the Airports Commission was called to order at 2:03 P.M. in Room 2C, City Hall, San Francisco, Ca.

* * *

B. ROLL CALL:

Present: Patrick A. Murphy, President
J. Stanley Mattison, Vice President
L. Andrew Jeanpierre

Absent: Sharon B. Duval
James K. Ho

* * *

C. ADOPTION OF MINUTES:

The minutes of the regular meeting of February 18, 1992 were adopted by order of the Commission President.

No. 92-0047

* * *

D. ANNOUNCEMENT BY SECRETARY:

In accordance with Section 54957.1 of the Brown Act, Jean Caramatti, Commission Secretary announced unanimous adoption of resolution nos. 92-0045 regarding the settlement of litigation entitled Samuel Soares in the amount of \$10,000; and 92-0046 regarding the settlement of litigation entitled Julia Zaldivar in the amount of \$23,000 at the closed session of February 18, 1992.

* * *

E. ITEMS INITIATED BY COMMISSIONERS:

There were no items initiated by Commissioners.

* * *

F. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:

Item Nos. 1 through 6 were adopted unanimously.

1. Awarding the Sale of the Second Series Refunding Bonds, Issue 1

No. 92-0048	Establishes terms and interest rates of the Second Series Refunding Bonds, Issue 1 pursuant to the results of the competitive bid; and, awards sale of the Second Series Refunding Bonds, Issue 1.
-------------	--

Ms. Angela Gittens, Deputy Director, Business and Finance told the Commission that the bond refinancing had sold well. She said that of the four bidders First Boston was the apparent winning bidder at a true interest cost of 6.3846%. The Commission saved \$2-million over its budgeted estimate which had a posited 6.51% interest rate. She acknowledged and thanked the fine efforts of Orrick, Herrington & Sutcliffe/Pamela Jue, bond counsel, Lazard Freres/Grisby Brandford, the financial advisors and John Brown Company, the feasibility consultant.

Commissioner Mattison noted that this would indicate that the road show was a worthwhile endeavor.

2. Revisions to the Five-Year Capital Projects Plan

No. 92-0049

Commissioner Mattison observed that this was a lengthy report and some Commissioners may have questions on particular projects, especially when there are changes.

Commissioner Murphy asked if there was any urgency of action.

Mr. Turpen responded that there was not. The Commission can take a little more time to digest this and can move the item by exception. He said that the airlines have rejected these projects.

Commissioner Murphy suggested doing it by exception.

Commissioner Mattison asked about the fiber optics project.

Mr. Turpen said that staff is looking at that project.

Commissioner Murphy asked why the airlines were objecting.

Ms. Gittens responded that they were not objecting, rather they had asked for additional information.

Mr. Turpen said that future revisions to the Five Year Capital Plan will have a "by exception" section showing the differences from the previously approved Commission report and reasons for the differences in either project, type, scope or dollar amount.

3. Award of Contract No. 1960B
Electrical Improvements, Replacement of Cables 12MTR-1 and 12MTS-1

No. 92-0050	Resolution awarding Contract No. 1960B, Electrical Improvements,
-------------	--

Replacement of Cables 12MTR-1 and 12MTS-1 to Clyde G. Steagall, Inc. in the amount of \$588,590.

4. Award of Contract for the Design and Programming of the Air Traffic Monitoring System

No. 92-0051 Resolution authorizing a contract award to Integrated Business Solutions, Inc., at a cost estimated \$81,180.

5. San Francisco Foreign Flag Carriers' Request for Conceptual Approval for Reimbursement

No. 92-0052 San Francisco Foreign Flag Carriers' request for conceptual approval for reimbursement for unamortized improvements associated with upgrade of baggage system in International Terminal.

6. Authorization to Conduct a Pre-Bid Conference Public Pay Telephone Agreement

No. 92-0053

* * *

G. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

Items nos. 7 through 9 and no. 11 were adopted unanimously. Item no. 10 was put over.

7. Retirement Resolutions:

Nos. 92-0054 thru 92-0092

Nita Adra	Robert Flahavan	Edward Murray
Don Anderson	Raymond Foppiano	Herman Nakamoto
Lorean Anthony	Lucian Freire	Pablo Narag
John Barrett	Leon Guy	Jerry O'Rourke
Ben Blea	Elizabeth Joiner	Robert Rasmussen
Tom Brunner	George Kelly	Maria Romero
Barbara Burton	George Kohut	Encar Sanchez
Johnson Chow	Don Lavezzo	Gloria Schneider
Sue Wen Chow	E. Ching Lee	Charles Searle
Marilyn Christensen	Tony Lopez	John Stainton
Alipio Criste	George Maggiora	Joseph Vella
Leo Del Grande	James Morino	James Won
Richard Fay	John Mullen	

Mr. Turpen explained that these individuals are taking advantage of the early retirement offer passed by the voters in the last election. He said that these employees will be missed and expressed his concern that the Airport maintain a level of standards.

8. Modification of Professional Services Contract

No. 92-0093 Modification to add \$50,000 to existing professional services contract for Law Enforcement Psychological Services, Inc., for psychological screening of applicants for Airport safety and security positions.

9. Modification No. 4 to Lease and Use Agreement - American Airlines, Inc.

No. 92-0094 Resolution modifying American Airlines, Inc., Lease and Use Agreement No. 82-0111 relinquishing certain premises in the North Terminal Building back to the City.

Item No. 10 was put over.

10. Award of Contract 3067
Traffic Signal Modification at McDonnell Road

Resolution awarding Airport Contract No. 3067, Traffic Signal Modification at McDonnell Road to ARC Electric Company in the amount of \$77,000.00.

11. Bid Call - Contract No. 2333R
Airport Maintenance Base - Replacement of Security Gates A and B

No. 92-0096 Resolution approving the scope, budget and schedule for Contract No. 2333R and authorizing the Director of Airports to call for bids when ready.

H. NEW BUSINESS:

Commissioner Murhy introduced a resolution authorizing travel for Capt. Frank O'Malley to attend a Ground Transportation Association Meeting in Arizona.

The Commission unanimously approved the request.

No. 92-0097

Mr. Reuben Davis told the Commission that passengers are being harrassed by occupants of the free speech booth. He said that he complained to Mr. Garibaldi who told him that free speech was a First Amendment right.

Mr. Reuben said that this is a disgrace. He has drafted a petition and spoken with airlines and concessionaires who would like to have this practice stopped. He said that the District Attorney of San Mateo County told him that he would like to see it stopped as well but it is an Airport-sanctioned activity.

Commissioner Murphy said that the Airport has attempted to stop them in the past. Perhaps it is time to take a fresh look at it.

Mr. Garibaldi said that the Supreme Court is currently looking at whether or not airports are public forums.

Mr. Davis said that he would like a permit to conduct a survey at the Airport.

Commissioner Murphy said that the Airport will take a fresh look at this problem. He said that he has run the gauntlet at LAX and that he prefers to see them in booths.

Mr. Davis asked the Airport to stop the practice.

Commissioner Murphy said that at the moment the Airport cannot do that. The courts are presently looking at airports as public facilities.

Mr. Davis asked for permission to circulate a petition at the Airport.

Commissioner Murphy said that that request must be given to the Director. The Commission has no authority to grant such permission.

Mr. Turpen said that he would be pleased to include such questions in the survey.

* * *

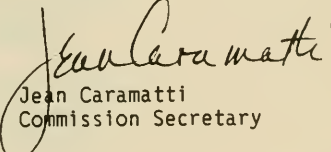
I. CORRESPONDENCE:

There was no discussion by the Commission.

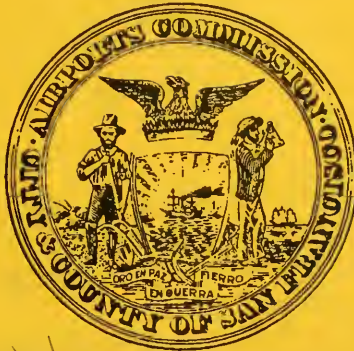
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J. ADJOURNMENT:

There being no further calendared business before the Commission the meeting adjourned at 2:30 PM to go into closed session in accordance with Section 54956.9 of the Brown Act pertaining to anticipated litigation.


Jean Caramatti
Commission Secretary

SAN FRANCISCO AIRPORTS COMMISSION



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JAMES K. HO

LOUIS A. TURPEN

Director Of Airports

**SAN FRANCISCO INTERNATIONAL AIRPORT
SAN FRANCISCO, CALIFORNIA 94128**

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of the Minutes
Airports Commission

April 7, 1992

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	4.	Modification of Agreement with South San Francisco	92-0102	5
	5.	PG&E/Airport Natural Gas Vehicle Project	92-0103	6-7
	6.	Authorization to Receive Bids - South Terminal Shoeshine Stands Lease	92-0104	7
	7.	Authorization to Accept Bids: Lingerie & Haberdashery Shop	92-0105	7
	8.	Item was removed from calendar		7
	9.	Request for Conceptual Approval for Reimbursement of Unamortized Improvements	92-0106	7

H.

CONSENT CALENDAR OF ROUTINE
ADMINISTRATIVE MATTERS:

10.	Retirement Resolutions:	92-0107 thru 92-0116	7
11.	Award of Contract 3063 - Emergency Pavement Repair - 1992	92-0117	8
12.	Award of Contract 3067 - Traffic Signal Modification at McDonnell Road	92-0118	8
13.	Contract 3126 - Budget Increase - Emergency Water Main Repair - McDonnell Road & R-6	92-0119	8
14.	Termination of Contract 2299R - North Terminal Basement Ventillation & Drainage Improvement		8
15.	Bid Call - Contract 3124 - Runway Rubber Removal - 1992-93	92-0120	8
16.	Reimbursement to Delta for B/A C Security Checkpoint Expansion	92-0121	8
17.	International & North Terminal Cigarette Vending Lease - First Option	92-0122	8-9
18.	Medical Clinic	92-0123	9
19.	Resolution Ratifying Personnel Actions	92-0124	9
20.	Contract with the Corporation of Fine Arts Museums, S.F. - \$96,000	92-0125	9

I.

NEW BUSINESS:

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J.

CORRESPONDENCE:

9

K.

CLOSED SESSION:

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L.

ADJOURNMENT:

10

Minutes
of the
Airports Commission Meeting
April 7, 1992

A. CALL TO ORDER:

The regular meeting of the Airports Commission was called to order at 9:00 A.M. in Room 282, City Hall, San Francisco, Ca.

* * *

B. ROLL CALL:

Present:	Patrick A. Murphy, President J. Stanley Mattison, Vice President L. Andrew Jeanpierre James K. Ho
----------	--

Absent:	Sharon B. Duvall
---------	------------------

* * *

C. ADOPTION OF MINUTES:

The minutes of the special meeting of March 10, 1992 were adopted by order of the Commission President.

No. 92-0100

* * *

K. CLOSED SESSION:

The Airports Commission will go into closed session in accordance with Government Code Section 54956.9 to discuss to pending litigation with SFO Airporter.

The Commission recessed its meeting at 9:02 AM and reconvened at 9:40 AM.

* * *

D. SPECIAL ITEM:

The resolutions for Item No. 1 were adopted unanimously.

1. Retirement Resolutions

No. 92-0098	Donald J. Garibaldi
No. 92-0099	Jason Yuen

Mr. Lou Turpen, Airport Director asked Don Garibaldi to step forward. Mr. Turpen read the resolution before the Commission in honor of Mr. Garibaldi's retirement.

Commissioner Murphy said that in the four years he has been on the Commission he has come to appreciate the quality of legal advice and professional excellence that Don has brought to the Airport. Don has been a tremendous help to him on some very complex issues.

Mr. Garibaldi said that his years at the Airport were a lot of fun. He thinks he has been credited for a lot of the work that was done by current team members and past legal team members. He assured the Commission that the legal team in place is capable of carrying out any of the legal matters for the Commission and staff. He thanked everyone for their cooperation and support during his years at the Airport.

Mr. Turpen asked Jason Yuen to step forward. Mr. Turpen read the resolution before the Commission in honor of Mr. Yuen's retirement.

Commissioner Murphy said that Mr. Yuen has been an outstanding help to the Commission as evidenced by the fact that Mr. Turpen gets into more legal trouble than he gets into planning trouble. He looks forward to working with him in the future.

Mr. Yuen echoed Mr. Garibaldi's comments. He asked that a final "Whereas" clause be added to his resolution stating that "The only reason Jason Yuen was able to do all these good things mentioned above was because he was nothing more than a double-sided mirror of the San Francisco International Airport, reflecting on one side the support and guidance of the Airports Commission and the Director of Airports, while on the other side reflecting the dedication and competency of his immediate staff." Mr. Yuen thanked the Commission for 24 wonderful years.

* * *

E. DIRECTOR'S REPORTS:

2. Water Quality Control Board

Mr. Dennis Bouey, Deputy Director of Facilities Operations & Maintenance told the Commission that he is making progress with the Water Quality Control Board. They are in the process of discussing with them the development of a project in lieu of a fine. Such a project would make our system not only safer but would enhance the protection of the Bay. This matter was to be heard on April 15 but due to the progress being made, the Executive Director will recommend to his Board that this item be continued to allow the Airport more time to work with the Regional Water Board to develop this project.

* * *

F. ITEMS INITIATED BY COMMISSIONERS:

There were no items initiated by Commissioners.

* * *

G. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:

Item nos. 3 through 7 and 9 were adopted unanimously. Item No. 8 was removed from the calendar.

3. Authorization for Award of the Automated Teller Machines Lease

No. 92-0101

Resolution approving award of the Automated Teller Machines Lease to American Express Travel Related Services, Inc.

Commissioner Mattison was recused from voting on Item No. 4.

4. Modification of Agreement with South San Francisco

No. 92-0102

Mr. Turpen said that the Airports Commission developed an agreement with So. San Francisco which would preserve the airlines shoreline departure path well into the future and protect what is the only noise abatement procedure from SFO that doesn't overfly homes. He said that the City of So. San Francisco returned to the Airport and advised that it could not complete the required protective actions within the time frames specified by the agreement. He said that South City has determined that a full environmental review, including an EIR, is necessary prior to final consideration of the protective actions. Moreover, South City's financial constraints will not permit them to fund such an environmental review, at least in the short term. So. San Francisco has requested accommodation from the Airport on both accounts and has given notice that it will hold a public hearing on April 8 to consider a moratorium on noise-sensitive land uses east of highway 101 for a period of 45 days. This could be extended under the law to an aggregate period of two years.

Mr. Turpen explained that the resolution before the Commission amends the agreement which allows for this change in time frame and to allow funding of this environmental report. Such funding will be a draw down against the money the Airports Commission appropriated for the insulation of homes in So. San Francisco at the conclusion of the environmental process.

Commissioner Mattison said that as was the case in the initial deliberation of the original amendment, and in order to avoid any potential appearance of conflict due to property interest in this general area, he asked to be recused from voting on this item.

The Commission gave its unanimous approval to recuse Commissioner Mattison.

Mr. Turpen said that the down side to this is that if the environmental report does not result in the protection the Airport hopes will be there, the agreement will not go through and the Airport will not be obligated to spend that money. On the other hand, the Airport will have protection for about two years in exchange for the amount of the EIR.

Commissioner Murphy said that that is consistent with wanting to protect that departure path. He said that while he would like to see that money spent on insulation, if the intended beneficiary of it wants to spend it in a different way, in part to achieve what is our objective, it is not troublesome to him.

Mr. Turpen said he remains confident that the results of this effort will ratify the Airports Commission's position concerning the sensitivity of that area for residential use.

5. PG&E/Airport Natural Gas Vehicle Project

No. 92-0103

Mr. Mohammad Yazdi of PG&E said that he and Rob Kahn were present to answer any questions the Commission might have. He said that they have been working with Airport staff for about a year and a half on this project and PG&E was looking forward starting it up.

Mr. Bouey explained that the Airport has come to an agreement with PG&E to establish a natural gas facility at the Airport. He said that the most obvious benefit is that there appears to be a fuel cost savings of about 33%. The difference in cost between the two fuels for like amounts is about 40% but staff feels that Airport vehicles will get just a little less mileage using natural gas than regular unleaded fuel.

Mr. Bouey said that the more dynamic benefit is to the environment. Natural gas is not only more plentiful in the United States and Canada but burns more cleanly. He added that in the event of an accident the fuel will disperse into the air and will not puddle, which requires a hazardous substance clean-up.

Mr. Bouey said that staff envisions over time that other Airport tenants will want to use this facility. United has already agreed to convert 20 of their vehicles over a two year period and will use this station. He said that the Airport's obligation at this point is simply to convert 10 vehicles the first year and 10 the second. The agreement has a term life of three years. At the end of that time the Airport can walk away from it. At any time during the agreement the Airport may purchase this facility for its fair market value, but not to exceed the construction cost of the facility.

Commissioner Mattison asked if there was a cost estimate.

Mr. Bouey responded that it is approximately \$275,000.

Commissioner Mattison asked how many vehicles it would serve.

Mr. Bouey responded that SFO owns approximately 200 vehicles, 100 of which would be candidates for conversion. He estimated that there might be about another 300 vehicles on the Airport owned by tenants that would also be candidates for conversion. He said that the facility can be expanded to accommodate the additional vehicles at a cost of between \$50,000 and \$75,000.

Mr. Bouey added that PG&E recently signed an agreement with Olympic Oil, located about one-quarter of a mile from the Airport, to serve as a backup station to provide natural gas.

Commissioner Ho asked where these vehicles were being used.

Mr. Bouey responded that PG&E has their fleet on natural gas. There are two or three other private fleets that are using natural gas as well.

Mr. Rob Kahn, PG&E, said that by the middle of 1993 PG&E expects to have close to 40 fueling stations in service that will accommodate about 400 to 500 of PG&E's vehicles as well as somewhere in the neighborhood of 800 customer vehicles. He said that some of their customers plan on installing their own stations.

Commissioner Ho asked if there was a reason why we were going for gas rather than electric.

Mr. Bouey responded that natural gas provides more flexibility with the automobiles. The natural gas technology is here now. He said that General Motors manufactures a natural gas vehicles that can be purchased. Other than golf carts, no manufacturer produces electric vehicles.

Mr. Bouey added that the fuel tank will be left in the vehicles. If there is a problem, the vehicle can be converted back to gas by flipping a switch.

6. Authorization to Receive Bids for South Terminal Shoeshine Stands Lease

No. 92-0104

7. Authorization to Accept Bids: Lingerie and Haberdashery Shop

No. 92-0105

8. This item has been removed from the calendar.

9. Request for Conceptual Approval for Reimbursement of Unamortized Improvements

No. 92-0106

Approve San Francisco Foreign Flag Carrier's Request for Conceptual Approval for Reimbursement of Unamortized Improvements associated with the Modernization of the Ground Power System in the International Terminal.

Commissioner Murphy said that normally he did not like this type of item but felt this was in the best interest of passengers.

Mr. Turpen explained that the Airport will be able to recoup the cost by passing it on to the successor airlines.

* * *

H. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

Item nos. 10 through 13 and 15 through 20 were adopted unanimously. Item No. 14 was put over.

10. Retirement Resolutions:

Norman Astrin
Leon Bitners
Doug Ching
Jess De La Paz
Gene Lee

Esperanza Martinez
Dan Simpkins
Vern Steffey
Hellmund Wong
Fred Schmidt

Nos. 92-0107 thru 92-0116

11. Award of Contract No. 3063
Emergency Pavement Repair - 1992

No. 92-0117

Resolution awarding Airport Contract No. 3063, Emergency Pavement Repair - 1992, to Ghilotti Bros., Inc. in the amount of \$298,500.00.

12. Award of Contract No. 3067
Traffic Signal Modification at McDonnell Road

No. 92-0118

Resolution awarding Contract No. 3067, Traffic Signal Modification at McDonnell to ARC Electric Company in the amount of \$77,000.00.

13. Contract No. 3126 Budget Increase
Emergency Water Main Repair - McDonnell Road and R-6

No. 92-0119

Resolution approving the construction budget increase from \$75,000 to \$140,000 for Emergency Water Main Repair at McDonnell Road and R-6.

Item No. 14 was put over,

14. Termination of Contract No. 2299R
North Terminal Basement Ventilation and Drainage Improvement

Resolution terminating the contract with Eddie D. Steppat, Inc. and authorizing the Director to re-advertise Contract 2299R for rebid.

15. Bid Call - Contract No. 3124
Runway Rubber Removal 1992-1993

No. 92-0120

Resolution approving the scope, budget and schedule for Contract No. 3124, and authorizing the Director of Airports to call for bids when ready.

16. Reimbursement to Delta Airlines for Boarding Area "C" Security Checkpoint Expansion

No. 92-0121

Approve reimbursement to Delta Airlines for expansion of the Boarding Area "C" Security Checkpoint at a not-to-exceed cost of \$150,000.

17. International and North Terminal Cigarette Vending Lease - First Option

No. 92-0122

Resolution approving the first one-year lease option for the International and North Terminal Cigarette Vending Lease.

18. Medical Clinic

No. 92-0123

Extension to Third Modification to Agreement of Airport Medical Clinic.

Mr. Turpen said that staff is still working on the expanded program he had talked about. It is taking longer than projected.

19. Resolution Ratifying Personnel Actions

No. 92-0124

20. Contract with the Corporation of Fine Arts Museums, San Francisco - \$96,000

No. 92-0125

* * *

I. NEW BUSINESS:

21. New Bayview Committee

Mr. Darrell Bishop told the Commission that he was speaking on behalf of the New Bayview Committee and the Afro-Americans who live in the Bayview Hunters Point area. He said that the people who work in the area are not able to participate in the contracts that are awarded at the Airport. He said that the Bayview is the closest community to the Airport and they would like to be involved in the construction as well as the permanent work after these facilities are built. He said that he would like to attend additional meetings.

Commissioner Murphy told Mr. Bishop that he was welcome to attend every meeting held by the Commission but he also recommended that a group from his community sit down with the Airport staff and discuss how to participate in this project and how to submit bids. He suggested talking to Mr. Turpen after the meeting to obtain names and numbers of appropriate staff members.

* * *

J. CORRESPONDENCE:

There was no discussion by the Commission.

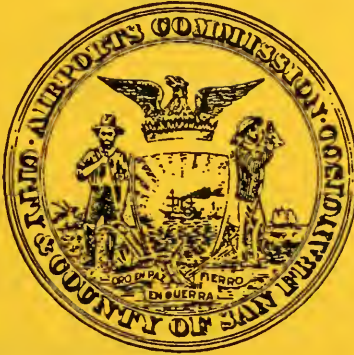
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K. ADJOURNMENT:

There being no further calendared business before the Commission the meeting adjourned at 10:15 AM.


Jean Caramatti
Commission Secretary

SAN FRANCISCO AIRPORTS COMMISSION



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MINUTES

April 21, 1992

FRANK M. JORDAN, MAYOR

COMMISSIONERS

PATRICK A. MURPHY
President

J. STANLEY MATTISON
Vice President

L. ANDREW JEANPIERRE

JAMES K. HO

LOUIS A. TURPEN

Director Of Airports

SAN FRANCISCO INTERNATIONAL AIRPORT
SAN FRANCISCO, CALIFORNIA 94128

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Airports Commission

April 21, 1992

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Minutes
of the
Airports Commission Meeting

April 21, 1992

A. CALL TO ORDER:

The regular meeting of the Airports Commission was called to order at 9:05 A.M. in Room 282, City Hall, San Francisco, Ca.

* * *

B. ROLL CALL:

Present: Patrick A. Murphy, President
J. Stanley Mattison, Vice President
L. Andrew Jeanpierre

Absent: James K. Ho

* * *

C. ADOPTION OF MINUTES:

The minutes of the regular meeting of April 7, 1992 were adopted by order of the Commission President.

No. 92-0128

* * *

D. ITEMS INITIATED BY COMMISSIONERS:

There were no items initiated by Commissioners.

* * *

E. PENDING LEGISLATION:

Item no. 1 was adopted unanimously.

1. Resolutions Opposing Enactment of AB 2433 (Areias) and AB 3293 (Moore)

No. 92-0129

No. 92-0130

Mr. Lou Turpen, Airport Director, explained that the State of California charges approximately \$85.00 per flight from airlines for agriculture inspection. It now wants the Airport to collect the fee and pass it on to them. He said that he does not believe the Airport should be collecting fees for a State governmental agency. Further, this issue is subject to litigation between the airlines and the State.

Commissioner Murphy asked how the fees were presently collected.

Mr. Turpen responded that he was not sure.

Commissioner Mattison asked if the fees were really being collected.

Mr. Turpen said that as far as he knows they are.

Commissioner Mattison asked why this bill was being sponsored.

Mr. Turpen thought that it would probably be easier for airports to collect the fees and pass on a cost savings to the State. He said that there are Federal agricultural requirements, which include x-raying all bags coming through customs, and inspection fees as well.

Commissioner Mattison asked if LAX was opposing this as well.

Mr. Peter Nardoza, Deputy Director for Business and Finance, responded that LAX has not yet taken an official position.

Mr. Turpen said he did not want to become a collection agency for everyone wanting to levy a fee or tax on people who do business at the Airport. He said its a matter of principle rather than a judgment on the merits or demerits of any State agricultural charge.

Commissioner Jeanpierre asked if there would be any benefit in putting an override on it so the Airport could receive additional revenue for collecting money these fees.

Ms. Angela Gittens, Deputy Director, Business and Finance, responded that the State proposed an administrative fee that would go to the Airport.

Mr. Turpen felt it was just another layer of fees and charges that were unnecessary.

Mr. Turpen explained that the other bill is focused on San Francisco Airport. It is a follow-up to our long running battle with the State legislature on limousines.

Mr. Rob Maerz, Deputy City Attorney, explained that this is a companion measure to AB 1506, sponsored by Assemblywoman Gwen Moore, limiting an airport's authority to regulate limousine operations. The prior bill prohibited airports from imposing gross receipts fees and precluded airports from enforcing more stringent insurance licensing and safety requirements on limousine operators. This bill would vest in the PUC authority to preclude airports from imposing licensing fees which are unreasonably burdensome on those limousine operators who operate on an occasional basis.

Commissioner Murphy asked how "occasional" was defined.

Mr. Maerz responded that it would be up to the PUC to define "occasional basis" and "reasonably burdensome." He said that he has spoken with the PUC and they do not support this bill.

* * *

F. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE

Item Nos. 2 through 4 were adopted unanimously.

2. Resolution Approving the Selection of Mara Rosales-Cordova as Airport General Counsel

No. 92-0131

Mr. Turpen said that based on Commission procedure both he and Commissioner Murphy interviewed Ms. Rosales and recommended her to the Commission.

Commissioner Mattison asked Ms. Rosales what her priorities were in considering this position.

Ms. Rosales responded that she has given this opportunity a great deal of thought. She has been in practice for 10 years, and has been with the City for nine years. She has worked with the Human Rights Commission and is leaving the Recreation and Park Commission for this position. She said that it is not easy to give up a client that you enjoy working with however she is ready to grow. She has made a conscious decision to stay with the City rather than go into private practice. She feels this is an excellent opportunity for her and looks forward to working with the Commission and staff. She is enthusiastic about the position. The Airport Commission has a very good reputation, not only in terms of the its work but the people who work for the Airport as well.

3. Award of Contract No. 2247B
Fire Alarm Systems Modernization

No. 92-0132

Resolution awarding Contract No. 2247B to Simplex Time Recorder Co. in the amount of \$482,921.00.

Commissioner Mattison asked why the large discrepancy in bids.

Mr. Dennis Bouey, Deputy Director, Facilities Operations and Maintenance responded that he felt Thorn believed they would be the only bidder and they could charge whatever the market would bare. He said that fortunately staff was able to find another bidder.

Mr. Bouey said that Simplex has a very fine reputation.

4. Modification of Feasibility Consultant Contract

No. 92-0133

Resolution approving modification of contract with John F. Brown Company for work on future bond issuances.

Mr. Turpen said that the modification outlines continued support for the upcoming master plan. Attachment A outlines a breakout of costs he expects will be incurred as part of the execution of the master plan once it is certified and approved by the Commission.

Commissioner Mattison asked if these were specific consultations on review and clarification of particular line items.

Mr. Turpen responded that John Brown either prepares or updates the forecast. Since we just went out with the bond issue we will be updating our forecast as we move forward with new issues.

Commissioner Jeanpierre asked if the MBE and WBE were identified.

Mr. Turpen responded that staff is working on it and he will get back to him.

Mr. Turpen responded that they were.

* * *

G. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

Item nos. 5 through 9 were adopted unanimously. Item No. 10 was put over.

5. Retirement Resolutions: Delores McCray and Nedo Buljan

No. 92-0126

No. 92-0127

6. Modification of Food and Beverage Consultant Agreement

No. 92-0134

Resolution approving the allocation of additional funds to the Food and Beverage Consultant Agreement.

7. Award of Contract No. 2333R

Airport Maintenance Base Replacement of Security Gates 'A' and 'B'

No. 92-0135

Resolution awarding Contract No. 2333R to KMF Associates in the amount of \$79,950.

8. Bid Call - Contract No. 3048

International Terminal Lower Level Exterior Wall Improvement

No. 92-0136

Resolution approving the scope, budget, and schedule for Contract No. 3048 and authorizing the Director of Airports to call for bids when ready.

9. Request for Funds - Contract No. 3060

Emergency Cable Replacement, Cable 12BATS-1

No. 92-0137

Resolution approving the request for an additional \$55,000 to be included for Contract No. 3060. The original budgeted amount was \$1,300,000.00. The total contract cost is \$1,348,148.30.

Item No. 10 was put over.

10. Approval of License Agreement between Hilton Hotels Corporation and Dollar Operations, Inc.

Mr. Turpen explained that Hertz asked that this item be put over. He explained that Hertz was the previous occupant of that space involved. The Hilton Hotel has elected to pursue an arrangement with Dollar Rent-A-Car, which is their right. Hertz, as a courtesy, asked for an opportunity to do some work on their own prior to Commission action. He said that unless the Hilton changes its mind staff will return with this item at the next meeting in the same form. This is simply an accommodation for Hertz.

* * *

H. NEW BUSINESS:

There was no discussion by the Commission.

* * *

I. CORRESPONDENCE:

There was no discussion by the Commission.

* * *

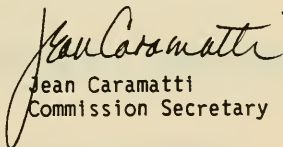
J. CLOSED SESSION:

The Airports Commission will go into closed session in accordance with Government Code Section 54956.9 to discuss the following pending litigation: SFO Airporter v. C&CofSF, Linney v. C&CofSF, Davanis v. C&CofSF and Donnelly v. C&CofSF.

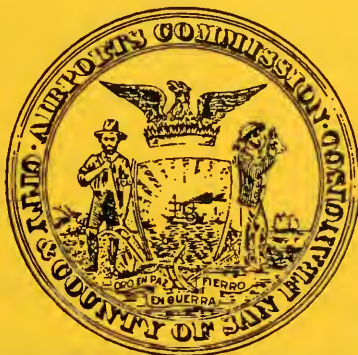
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K. ADJOURNMENT:

There being no further calendared business before the Commission the meeting adjourned at 9:19 AM to go into closed session.


Jean Caramatti
Commission Secretary

SAN FRANCISCO AIRPORTS COMMISSION



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MINUTES

MAY 5, 1992

FRANK M. JORDAN, MAYOR

COMMISSIONERS

PATRICK A. MURPHY
President

J. STANLEY MATTISON
Vice President

L. ANDREW JEANPIERRE

JAMES K. HO

LOUIS A. TURPEN

Director Of Airports

SAN FRANCISCO INTERNATIONAL AIRPORT
SAN FRANCISCO, CALIFORNIA 94128

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May 5, 1992

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	2.	Award Garage Taxi Staging Area Mobile Catering Lease A and Lease B	92-0141	4
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	4.	Mod. No. 8 of Agreement with Hanson, Bridgett, et al - \$250,000	92-0144	5
	5.	Approve License Agreement between Hilton Hotels Corp. and Dollar Operations, Inc.	92-0145	5-8
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Minutes
of the
Airports Commission Meeting

May 5, 1992

A. CALL TO ORDER:

The regular meeting of the Airports Commission was called to order at 9:03 A.M. in Room 282, City Hall, San Francisco, Ca.

* * *

B. ROLL CALL:

Present:

Patrick A. Murphy, President
J. Stanley Mattison, Vice President
L. Andrew Jeanpierre

Absent:

James K. Ho

* * *

C. ADOPTION OF MINUTES:

The minutes of the regular meeting of April 21 were adopted by order of the Commission President.

No. 92-0139

* * *

D. ITEMS INITIATED BY COMMISSIONERS:

Commissioner Murphy asked Mr. Turpen for a briefing on BART at the next meeting and noted that we are getting down to the crunch time on the BART issue. He asked what the additional cost would be to come back out of the Airport and join the BART line that would run in the vicinity of the CalTrain tracks if a determination were made to resume BART further south to San Jose or Palo Alto.

Mr. Turpen said that there is a current estimate of approximately \$480-million to come into the garage with the tail track extending out to just beyond the South Terminal lobby. From that point, continuing South on an alignment would probably take us back in the vicinity of the Millbrae station. He said that he would come up with an estimate.

Commissioner Murphy said that as the debate sharpens the question that would come up is now that you have spent an additional \$450-million have you also locked yourself into an additional incremental expenditure to link back in.

Mr. Turpen said that he would try to have it by the next Commission meeting.

* * *

E. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:

Item nos. 1 and 2 were adopted unanimously.

1. Conceptual Approval of Partial Reimbursement for Replacement of Hilton Hotel's HVAC System in Return for Waiver of Exclusivity

No. 92-0140

Resolution approving concept of reimbursing Hilton for a portion of HVAC replacement costs in return for Hilton's waiver of exclusivity clause.

Commissioner Murphy asked if the waiver of exclusivity was a new feature.

Mr. Turpen responded that it has always been the Airport's position. When the Hilton approached the Airport initially, staff wanted them to waive their exclusivity as part of our original negotiation. He did not believe it has ever been a major point of contention.

Commissioner Mattison said that since the Airport may inherit the residual book value of the HVAC system, how will the bidding process be monitored and controlled.

Commissioner Murphy said he was convinced this was worth doing. He hoped his concerns about rescuing our tenants from the folly of their ways if they have misconstrued, not planned properly or failed to amortize something will not be realized. He felt that from the changes in the hotel industry and the somewhat unique circumstances here he was persuaded this was a good idea.

2. Award of Garage Taxi Staging Area Mobile Catering Lease "A" and Lease "B"

No. 92-0141

Resolution to award Garage Taxi Staging Area Mobile Catering Lease "A" to Antonio G. Semira and Garage Taxi Staging Area Mobile Catering Lease "B" to Caterer's Club (a partnership).

Commissioner Murphy asked if these were small business set asides.

Mr. Turpen responded that they were.

* * *

F. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

Item nos. 3 through 9 were adopted unanimously.

3. Modification No. 4 of Agreement with Howard, Rice, Nemerovski, Canady, Robertson & Falk - \$250,000

No. 92-0143

Resolution approving Modification No. 4 of agreement with the law firm of Howard, Rice, Nemerovski et al to increase funding by the sum of \$250,000; all other terms and conditions to remain unchanged.

4. Modification No. 8 of Agreement with Hanson, Bridgett, Marcus, Vlahos & Rudy - \$250,000

No. 92-0144

Resolution approving and authorizing Mod. No. 8 of agreement with Hanson, Bridgett, Marcus, Vlahos & Rudy to expand scope of work and increase funding by the sum of \$250,000.

5. Approval of License Agreement between Hilton Hotels Corporation and Dollar Operations, Inc.

No. 92-0145

Mr. Bill Lawder, Director of Properties for Hertz said that placing the Hilton/Dollar licensing agreement on the Consent Calendar for Routine Administrative Matters manifests a staff misconception of the importance of the on-Airport rent-a-car industry to the City as a source of revenue and convenience to visitors. The responsibility of staff to control the allocation of scarce Airport space and the importance of not tampering with allocations among concessionaires that are competitors which upset a relative balance of need for space. He said that rather than take these three decision criteria into account staff recommends the allocation of space formerly allocated by this Commission to Hertz to Dollar Rent-A-Car on the basis that "side deals are the purview of the respective companies." He said that it is as if staff is saying that once the Airport leases property to a tenant the Airport loses control over how the property is used. If that were so there would be no need for the clause providing for Airports Commission approval on subleases.

Mr. Lawder said that Dollar, Budget and National Rent-A-Cars were allocated more space than their respective market shares in the 1989-90 reallocation of space. Hertz was allocated too little. Dollar's space is all on one lot. Hertz must shuttle cars between four lots, of which Hilton is the closest to their service center.

Mr. Lawder said that Hertz market share on the Airport is about 38%. Dollar's is 6%. Hertz customers are experiencing waits for their cars during peak periods now. Hertz has been seeking more operating space on Airport since last April. They are spending \$1-million a year shuttling cars among lots on the Airport. Hertz asks that the City, through its Airports Commission, exercise its authority to ensure rational use of scarce Airport space and to better serve the traveling public and to treat competing Airport tenants even handedly.

Commissioner Mattison asked if Hertz has engaged in dialogue with Hilton about this same plot.

Mr. Lawder responded that they have.

Commissioner Mattison asked if it was a competing negotiation.

Mr. Lawder responded that Airport policy indicates that a sublessor cannot charge more than 15% of what is being paid to the Airport for a lease. The amount, therefore, is fixed.

Mr. Lawder said that Hertz has been subleasing that lot from Hilton since 1977. In 1984 the Airport formerly allocated the space to Hertz. He said that what fell apart in the negotiation was the type of shuttle van supplied. The Hertz City Manager disagreed with the former Hilton General Manager on the type of shuttle van to be used. Although Hilton's former General Manager was willing to accept Hertz alternative, he later decided to turn it down. He wanted a type of van not available in the Hertz fleet.

Mr. Lawder explained that Hertz buys the vans and gives them to the Airport. The depreciation acts as rent and at the end of a period of time Hertz takes the vans back and renews them. That would have happened here.

Mr. Lawder said that Hertz offered to supply Hilton with an executive car plus the money to buy or lease two vans so that Hertz would not have vans going back into their fleet that they don't use. Hertz would have matched anything financially that Dollar would provide. Mr. Lawder said that there really is no competition for the sublease as the cost is fixed by the Airport. The issue is whether or not the Airport should allocate additional space to its smallest rent-a-car operator, which already has relatively more space than it should have, and take away space from Hertz which had been allocated that space by the Commission some time ago.

Commissioner Mattison asked staff to comment. His concern was to what extent the Commission should interfere in legitimate arms-length business dealings among tenants.

Mr. Conrad Wangeman, Airport Hilton General Manager, said that while he could not speak on the allocation percentages he could speak on the negotiations. Hertz has not been charged rent for the last 30-days while they have been using the lot with Dollar. He said that he has been on the property for four weeks and in that time he has not been contacted by anyone from Hertz. He said that he has also spoken with their leasing person and comptroller.

Mr. Wangeman said that it was his understanding that the Hertz area people and District Manager are very good to deal with but it was difficult to get a final answer from them on this issue. Hilton struck the same deal with Dollar as they had with Hertz in the previous lease. The only difference is that Mr. Groves (former Hilton General Manager) wanted to have the right to choose the company that manufactured the vans they are leasing from the rent-a-car company. That was the only difference. Mr. Groves wanted to make a decision and Hertz was slow in getting back to them. Mr. Groves sought another vendor and they were fast in responding.

Mr. Angela Gittens, Deputy Director for Business and Finance, explained that Airport staff does look to intervene in situations between tenants where it feels that the Airport's or passengers interests are at stake. Staff saw this as a basic business deal between two companies, different from the two that were in business deal before.

Mr. Gittens said that with respect to the rental car allocation this area, which is primarily used on weekends when the space is available, has never been a part of the so-called market share allocation that Airport staff has attempted to use in allocating space to rent-a-cars. She used the term "attempted to use" because staff has never even used a market share allocation. Staff has tried to approach it so that the bigger companies get more space. When those shares change we have a very difficult time trying to reallocate the space because of physical configurations. Dollar, in fact, does have over its share and the reason for that is since they are so small they get a block of space, the configuration of which came out to more than what they would have been entitled to under an arithmetic formula.

Mr. Gittens said that staff is looking for more space for Hertz. We are space constrained with all rent-a-cars. She said that Hertz probably has the worst situation since they are more divided up. Staff is attempting to find more space and larger lots of space so they won't have to separate their activities as much as they do now.

Mr. Lawder explained that Hertz did not contact Mr. Wangeman because they had already been contacted by Hilton's real estate attorney in Los Angeles to say that an agreement with Dollar had been approved by the Airport. Mr. Lawder assumed that that meant it had been approved by staff but not the Commission. He said he did not think it made any sense to contact the new General Manager about something their real estate attorney in L.A. claimed was a done deal.

Mr. Lawder said Hertz is not mad at Hilton, they are annoyed with the Airport. He said he can supply documentation proving that it is not true that the Airport has not allocated space in the past trying to approximate market share. It is also not true that the Airport could not have done that in Dollar's case during the last allocation. It is true that the Airport Commission in 1984 allocated the Hilton lot as part of the current concession agreement to the Hertz Corp.

Commissioner Murphy asked if the Commission allocated the Hilton lot to the Hertz Corp. or consented to a license of the allocated Hilton lot to the Hertz Corp.

Mr. Lawder responded that Hertz had a sublease with Hilton since 1977. That was a fact at the time of the last allocation and it was included in the allocation to Hertz, over its objection, because the lot is not always available. Customers can not get their vehicles or be checked in there. The Hilton lot is used for overflow during peak periods. If vehicles are being turned in faster than they can be washed and fueled they are taken to the Hilton so that more cars can be checked in.

Mr. Lawder said Hertz is operating at peak period demand that far exceeds its space. They have been looking for more space on the Airport since last April. They can't wait. This means they will have to start shuttling cars to their Millbrae facility, which will add to the \$1-million a year they are currently spending on shuttles. He said that it doesn't make economic sense, nor is it fair.

Commissioner Mattison asked if it would be reasonable to research the documentation to find out if there is a record of the Commission having included that lot in a percentage allocation or goal or the attempt to approximate market share. He felt it would be an important variable in the consideration. There is a fundamental disagreement on the fact.

Mr. Lawder said that it was in April or May of 1984 when the Commission approved the existing concession agreement with an attachment showing what the allocation of space is along with a breakdown by lot size of what has been allocated to each of the on-Airport concessionaires.

Ms. Gittens clarified that Mr. Lawder is not saying that the current allocation included that lot.

Mr. Lawder said that he was not. Hertz strenuously objected to having that lot allocated in its current allocation because it wasn't the same quality. The lot cannot be used all the time and buses cannot be driven through it to drop customers off. Hertz was assigned the lot over that objection. During the 1988 and 1989 allocation he was asked by Airport staff whether they were going to keep the Hilton lot. He responded that they would not keep it if staff counted it in their allocation because it's not the same quality lot. He said that when he objected to National, Dollar and Budget being allocated more than their market share he was told by staff that "that was the way it was going to be. Besides, you have the Hilton lot."

Mr. Lawder said that he has asked staff that if the Hilton allocation was approved to Dollar that space from their competitors be reallocated. He said that National has been sitting on half an acre too much for the past 10 years.

Commissioner Mattison said that he is loathe to undo good faith bargains. All of the parties knew what they were doing.

Mr. Turpen said that there is a view that is held by some more than others that space in a space constrained Airport is important to the success of the operation. All of the rent-a-car companies want more space. We don't have it. That's why we're building the rent-a-car garages. Hertz has a large lot which sits off Millbrae Avenue and 101, and is virtually vacant, with no more than 15 or 20 cars. He said he is certain that Mr. Lawder is actively exploring every possible option for additional space above and beyond the allocation. As a business position they will try to round up as much space as they can as a contingency for their future needs.

Commissioner Murphy asked if it were true that Hertz and Avis have been under-allocated while the others have been over-allocated.

Ms. Gittens responded that it is true at times and untrue at others. Right now it would be true. She said that when the 1984 allocation was made Hertz was over-allocated and Budget was under-allocated. Avis was under-allocated and received more space. National was just about right at that time. Since then Budget has lost market share, and Hertz and National have gained market share.

Commissioner Murphy agreed with Commissioner Mattison that we should not interfere in arms length commercial transactions. He felt that this was a visible symptom of a bigger problem. He did not know that this lot was as important as the allocation of space. Perhaps staff should see what could be done to patch the problem until the garage is constructed. He said he was not unsympathetic to good concessionaires at the Airport although he noted that the last time Hertz appeared before the Commission it was treated very well so he doesn't feel too guilty. His inclination was to approve it with the caveat that staff be asked to revisit the allocation issue. He said that the allocations should reflect the amount of business as opposed to historical accidents.

Mr. Turpen said he would take a look at market share and current allocations and report back. He was concerned with the implication that there would be a reallocation. It is a very lengthy process.

Ms. Gittens said that staff is working on the interim relocation. Most of the rent-a-cars will have to move for the master plan program.

Mr. Turpen said that he would be happy to report back on what currently exists.

Commissioner Murphy also asked for information on what might be done to alleviate the Hertz problem. He said that the explanation a couple of years ago was that Hertz had the Hilton lot. That was not an allocation, it was a justification. That is now gone.

6. Resolution Modifying Lease and Use Agreement with USAir, Inc. - Modification No. 5

No. 92-0146

Resolution modifying USAir, Inc. Lease and Use Agreement No. 82-0120 to relinquish ticket and back office space in the South Terminal building.

7. Consent to Transfer of Dames & Moore's Interest in Contract 2400A, Geotechnical Engineering Services, to Dames and Moore, Inc.

No. 92-0147

Our Geotechnical Consultant Dames and Moore has changed its form of business from a professional limited partnership to a corporation. This authorizes the Director to execute the Novation Agreement.

8. Resolution Ratifying Personnel Actions

No. 92-0148

Resolution, in accordance with the requirements of San Francisco City Charter Section 3.501, ratifying and approving certain personnel actions taken by the Director of Airports.

9. Retirement Resolution: Joe Palumbo

No. 92-0138

* * *

G. NEW BUSINESS:

Commissioner Murphy asked Mr. Stuart Strauss and Ms. Nancy Lemon if they wished to address the Commission.

Mr. Strauss told the Commission that they are very concerned about the security at Lot D. He presented the Commission with petitions (see attached), explaining that they were more a statement that something needs to be done. He said that cars are being stolen, there is one case of rape, sexual assaults, vandalism, and parking permits being stolen. They have incident reports dating back to 1989. He felt that the incidents began escalating in 1992. He hoped to share ideas on how to correct this problem. He suggested a security gate, tiger teeth, a guard at the gate and perhaps a floating guard.

Ms. Lemon said that one day in March she left work at 10:00 PM and when she got to her car she found it perched on two milk crates and all the tires had been removed. They had also disengaged her alarm system. She said that these things happen every day to all Airport employees. She is very concerned about the lack of security.

Mr. Strauss said that according to the incident reports (attached) the more recent thefts within the last couple of years seem to be professional. The thieves are going after specific security systems, vehicles, tires, etc. They seem to know what they are doing and that there is no security at Lot D.

Ms. Lemon said that the long term lot has far fewer crimes because they have a security system in place.

Chief Ron Driscoll, Airport Police, said he understood the employee's concerns for their safety and their property and he appreciated their frustration. While he did not want to downplay the events that occur in Lot D, the statistical information did not indicate there are uncontrolled events of crime in that area. In 1990 there were 47 incidents of either

vandalism, theft, burglary or stolen autos. In 1991 there were 48 incidents. Twenty incidents have been reported in 1992. When you consider that there are 1000 parking stalls in Lot D and that most of those stalls are used every day the comparison does not indicate uncontrolled activity out there. He added that patrols do enter Lot D. He is looking at other measures to implement and improve security such as positive control and entering the lot, better lighting, camera systems, etc. A definitive determination has not yet been made.

Commissioner Murphy asked what kind of lighting is used in Lot D.

Chief Driscoll responded that it is normal spot lighting.

Commissioner Jeanpierre asked if it was well lit.

Chief Driscoll responded that it is well lit but not enough for a camera system.

Chief Driscoll said that if employees have a concern about some type of activity they should discuss it with Airport Police and work together to resolve the problem. He said that he knows of incidences where employees have called weeks after the fact to report a particular incident without ever having filed a report. He said the best action is immediate action.

Commissioner Murphy said the petition is fairly straightforward and requests 24-hour security guards at Lot D.

Mr. Turpen said the suggestions and intent of the testimony is clear and steps can be taken immediately to begin to address the problem.

Commissioner Murphy said the Commission is concerned when employees report they are worried about going to a lot. This petition is repleat with incidents. He said there is a high degree of frustration and the problem should be dealt with. He wanted staff to report back on what steps will be taken.

Commissioner Mattison agreed that it would be fairly simple to have an immediate impact on the incidents by beefing up security and then taking a long term look at the issue.

Mr. Strauss said he did not mean to downgrade the Police Department. He understands that there are other more pressing issues the Police must address. He said that Cal State Patrol has the contract for the long term lot. Their request would actually free up the Police Department and should not cost the Airport anything as the permits are paid for.

Commissioner Murphy said that the nature of the airline business and the businesses that serve it is such that people are going to the parking lot at odd hours of the night.

Mr. Strauss explained that he is not the designated speaker for the employees. While nothing has been done to his car he felt these problems and concerns should be brought to the Commission's attention.

Mr. Turpen asked the Commission to approve travel for him to Chicago to meet with United Airlines officials and Washington, D.C. to meet with the FAA.

The request was approved unanimously.

No. 92-0149

* * *

H. CORRESPONDENCE:

There was no discussion by the Commission.

* * *


I. CLOSED SESSION:

The Airports Commission will go into closed session in accordance with Government Code Section 54956.9 to discuss litigation with SFO Airporter.

* * *

J. ADJOURNMENT:

There being no further calendared business before the Commission the meeting adjourned at 9:45 AM to go into closed session.


Jean Caramatti
Commission Secretary

May 3, 1992

To: Louis A. Turpen, Director of San Francisco International
Airport
P. O. Box 8097
San Francisco International Airport
San Francisco, California

Re: Security at employee parking lot "D"

Dear Mr. Turpen,

We who work at the Airport and help keep it running are very concerned about the minimal security at the employee parking lot "D".

In the past few years many employees have had their cars stolen or vandalized. Others have been physically and sexually assaulted. And these incidents have been increasing at an alarming rate.

Senior Airport employees have seen the cost of parking permits rise from \$5.00 per quarter to the current \$48.00 with still no security system available. We feel we deserve the same protection afforded to those who use the long term lot, that is, 24 hour security guards and a security gate, like the one at the 'Delta' lot. The guards recently posted in long term can patrol "D" lot as well. Two or three white courtesy phones should be added at strategic points so the Airport police can be contacted.

With public safety and Airport liability at stake, We trust you will give our concerns the prompt considerations they deserve.

Sincerely
SFO Airport Employees

By signing or initialling , I certify that:

- 1) I am currently working at SFO.
 - 2) I would like to see 24 hour security guards at the employee parking lot.
 - 3) My signature or initials appear one time.
- -----

SIGNATURE OR INITIALS

COMPANY NAME (OPTIONAL)

1) <i>Pi</i>	-	
2) <i>Yvonne Jahn</i>	-	Hertz
3) <i>Anna E. Jahn</i>	-	Hertz
4) <i>Maryann Jahn</i>	-	Hertz
5) <i>Yvonne</i>	-	
6) <i>Ken Jahn</i>	-	
7) <i>K. Jahn</i>	-	Hertz
8) <i>Ann Jahn</i>	-	Hertz
9) <i>Ann Jahn</i>	-	Hertz
10) FRANCIS MARQUEZ	-	Hertz
11) T. J. MARQUEZ	-	Hertz
12) Linda HERRON	-	Hertz
13) Mark HERRON	-	Hertz
14) Chumie Prieto	-	AVIS
15) Robert Prieto	-	AVIS
16) Susan	-	Hertz
17) Robert A. Hunter	-	Hertz
18) Susan Hunter	-	Hertz
19) Robert J. Hunter	-	Hertz
20) Ben Hunter	-	Hertz
21) <i>Ben</i>	-	Hertz
22) <i>Ben</i>	-	agden
23) <i>Ben</i>	-	agden
24) <i>Ben</i>	-	agden
25) <i>Ben</i>	-	agden
26) <i>Ben</i>	-	agden
27) <i>Ben</i>	-	MUTUAL OF OMAHA
28) <i>Ben</i>	-	Host
29) <i>Ben</i>	-	Host
30) <i>Ben</i>	-	Host
31) <i>Ben</i>	-	
32) Phyllis Hickman	-	Host

By signing or initialling , I certify that:

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- -----

SIGNATURE OR INITIALS

COMPANY NAME (OPTIONAL)

- | | |
|-------------------------|--|
| 1) Michael Brown | - Hertz Corp |
| 2) Stuart Straube | - |
| 3) Sylvia Montero | - HERTZ |
| 4) J. Voderberg | - HERTZ (two police reports?)
on file |
| 5) Beverly G. Hane | - |
| 6) Henry Dixon | - Hertz (one police report) |
| 7) Mr. & Mrs. [unclear] | - DOLLAR/GENERAL RAC |
| 8) Elizabeth [unclear] | - POLARIS INFORMATION |
| 9) Richard [unclear] | - NATIONAL CAR RENTAL |
| 10) [unclear] | - NATIONAL CAR RENTAL |
| 11) [unclear] | - US AIR |
| 12) [unclear] | - US AIR |
| 13) [unclear] | - US AIR |
| 14) [unclear] | - ASSI Funder |
| 15) [unclear] | - US AIR |
| 16) R. H. [unclear] | - US AIR |
| 17) [unclear] | - US AIR |
| 18) [unclear] | - US AIR |
| 19) [unclear] | - US AIR |
| 20) [unclear] | - US AIR |
| 21) [unclear] | - US AIR |
| 22) [unclear] | - US AIR |
| 23) [unclear] | - US AIR |
| 24) [unclear] | - US AIR |
| 25) [unclear] | - US AIR |
| 26) [unclear] | - US AIR |
| 27) P. Bennett | - |
| 28) C. Erickson | - United Express |
| 29) [unclear] | - United Express |
| 30) [unclear] | - United Express |
| 31) [unclear] | - Hertz |
| 32) [unclear] | - Hertz |

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SIGNATURE OR INITIALS

COMPANY NAME (OPTIONAL)

1) Ulman & Storm	- AVIS 51933
2) COCA HERCULAC	- AVIS 02233
3) Manana Southwick	- AVIS
4) Michael R. Kencel	- Avis 1
5) LIL MASONI	- AVIS
6) Stan Bair	- Avis 11171
7) E.W. Louise Hodge	- AVIS
8) Gino Clark	- BUOGET 1553
9) Mike H. Korte	- AVIS 53015
10) Dana L. Hudson	- AVIS 04424
11) CHRISTINA GHE	- AVIS 10181
12) Foreign	- Avis 1075
13) Mike Bellamy	- AVIS
14) Paulano	- AVIS
15) John C. Panto	- AVIS
16) Bob H. Panto	- AVIS
17) George H. Panto	- AVIS
18) George H. Panto	- AVIS
19) George H. Panto	- AVIS
20) George H. Panto	- AVIS
21) George H. Panto	- AVIS
22) George H. Panto (AVIS)	-
23) George H. Panto (AVIS)	-
24) George H. Panto (AVIS)	-
25) George H. Panto	- AVIS
26) George H. Panto	- AVIS
27) George H. Panto	- AVIS
28) George H. Panto	- AVIS
29) George H. Panto	- AVIS
30) George H. Panto	- AVIS
31) George H. Panto	- AVIS
32) George H. Panto	- AVIS

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SIGNATURE OR INITIALS

COMPANY NAME (OPTIONAL)

- | | |
|---------------------|------------------------|
| 1) Michael J Callan | - Budget Rent A Car |
| 2) AS JV | - Vertz |
| 3) Moccasinche | - Canadian Airlines |
| 4) - Jan Buisson | - |
| 5) Ajolly in house | - |
| 6) John | - West West |
| 7) M. u. Jon | - Dfs WEST |
| 8) Jan Russell | - Calypso Highway |
| 9) John E. Chappell | - Host Int'l |
| 10) Drake Patton | - BRAC |
| 11) Mike Clendenen | - 15-2 |
| 12) Alyssa Curran | - Free |
| 13) | - |
| 14) | - |
| 15) | - |
| 16) | - |
| 17) | - |
| 18) | - |
| 19) | - |
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| 29) | - |
| 30) | - |
| 31) | - |
| 32) | - |

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 - 3) My signature or initials appear one time.
- -----

SIGNATURE OR INITIALS

COMPANY NAME (OPTIONAL)

1) <i>[Signature]</i>	-	HEX 2	-
2) <i>[Signature]</i>	-		
3) <i>[Signature]</i>	-	HEX 2	
4) <i>[Signature]</i>	-	HEX 2	
5) <i>[Signature]</i>	-	HEX 2	
6) <i>[Signature]</i>	-		
7)	-		
8)	-		
9)	-		
10)	-		
11)	-		
12)	-		
13)	-		
14)	-		
15)	-		
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24)	-		
25)	-		
26)	-		
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30)	-		
31)	-		

- 1) I am currently working at SFO.
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COMPANY NAME (OPTIONAL)

1)	Jos. Figueroa	-	HERTZ	COAL
2)	John M. Wasker	-	Hertz	
3)	J. Rivera	-	Hertz	
4)	J. W. Boldz	-	Hertz	
5)		-		
6)		-		
7)		-		
8)		-		
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11)		-		
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30)		-		
31)		-		

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- -----

SIGNATURE OR INITIALS

COMPANY NAME (OPTIONAL)

1) <i>Barbara Williams</i>	- Hertz
2) <i>Alvin Doyle</i>	- Hertz
3) <i>Patricia Stewart</i>	- Avis
4) <i>Steven J. Fishman</i>	- Avis
5) NANCY LEMAN	- HERTZ (2) POLICE REPORTS ON FILE 1986
6) Oscar Hernandez	- Hertz
7) James North	- Avis
8) James Rodriguez	- Hertz
9) <i>Shirley Walker</i>	- NATL
10) <i>Shirley Walker</i>	- Avis (won't park in garage) lack of sec
11) <i>Alvin Tan</i>	- Hertz
12) <i>Alvin Tan</i>	- Avis
13) <i>Chuck Hernandez</i>	- Budget
14)	-
15)	-
16)	-
17)	-
18)	-
19)	-
20)	-
21)	-
22)	-
23)	-
24)	-
25)	-
26)	-
27)	-
28)	-
29)	-
30)	-
31)	-
32)	-

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- -----

SIGNATURE OR INITIALS

COMPANY NAME (OPTIONAL)

- | | |
|-------------------|-----------------------------|
| 1) Lee Dyer | - Dollar |
| 2) Isabelle Lee | - National |
| 3) Hugh Lewis | - Hertz |
| 4) | - HERTZ |
| 5) C. P. Lee | - HERTZ |
| 6) Shing Kuo | - HERTZ |
| 7) V. C. Lee | - Hertz |
| 8) Lee, K. C. | - Hertz |
| 9) Lee, K. C. | - Hertz |
| 10) | - Hertz |
| 11) C. Lee | - Hertz |
| 12) K. Lee | - HERTZ |
| 13) Sue Lee | - HERTZ |
| 14) Cindy Mendoza | - HERTZ |
| 15) Ron Mendoza | - Hertz National |
| 16) | - |
| 17) | - |
| 18) | - |
| 19) | - |
| 20) Lee, K. C. | - Hertz |
| 21) | - |
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 - 2) I would like to see 24 hour security guards at the employee parking lot.
 - 3) My signature or initials appear one time.
- -----

SIGNATURE OR INITIALS

COMPANY NAME (OPTIONAL)

- | | |
|-----------------------|---|
| 1) <i>Valley View</i> | - Hertz Rental Car . Counter Sales Rep. |
| 2) <i>[Signature]</i> | - CHRYSLER CREDIT CORP. |
| 3) <i>[Signature]</i> | - <i>[Signature]</i> |
| 4) <i>[Signature]</i> | - |
| 5) | - |
| 6) | - |
| 7) | - |
| 8) | - |
| 9) | - |
| 10) | - |
| 11) | - |
| 12) | - |
| 13) | - |
| 14) | - |
| 15) | - |
| 16) | - |
| 17) | - |
| 18) | - |
| 19) | - |
| 20) | - |
| 21) | - |
| 22) | - |
| 23) | - |
| 24) | - |
| 25) | - |
| 26) | - |
| 27) | - |
| 28) | - |
| 29) | - |
| 30) | - |
| 31) | - |
| 32) | - |

make a notation if
this has happened to you

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SIGNATURE OR INITIALS

- 1) *Maurice Edward*
- 2) *John T. Ag*
- 3) *Terri L. Lamm*
- 4) *Il. H. H.*
- 5) *J. Ensrud*
- 6) *Grace Loser*
- 7) *Pete L. L.*
- 8) *David Kew*
- 9) *Carol L. L.*
- 10) *Ruth H.*
- 11) *Carol L. L.*
- 12) *Ruth H.*
- 13) *Carol L. L.*
- 14) *Carol L. L.*
- 15) *Carol L. L.*
- 16) *Carol L. L.*
- 17) *Carol L. L.*
- 18) *Carol L. L.*
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- 25) *Carol L. L.*
- 26) *Carol L. L.*
- 27) *Carol L. L.*
- 28) *Carol L. L.*
- 29) *Carol L. L.*
- 30) *Carol L. L.*
- 31) *Carol L. L.*

COMPANY NAME (OPTIONAL)

- 1) *Continental*
- 2) *Continental*
- 3) *Continental*
- 4) *Continental*
- 5) *Continental*
- 6) *Continental*
- 7) *Continental*
- 8) *Continental*
- 9) *Continental*
- 10) *Continental*
- 11) *Continental*
- 12) *Continental*
- 13) *Continental*
- 14) *Continental*
- 15) *Continental*
- 16) *Continental*
- 17) *Continental*
- 18) *Continental*
- 19) *Continental*
- 20) *Continental*
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- 24) *Continental*
- 25) *Continental*
- 26) *Continental*
- 27) *Continental*
- 28) *Continental*
- 29) *Continental*
- 30) *Continental*
- 31) *Continental*

CC (our kitchen use BRACE)

- 1) I am currently working at SFO.
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- 3) My signature or initials appear one time.

COMPANY NAME (OPTIONAL)

1) Donna Blanton	- Avis Rent A Car
2) XXXXX XXXXX	- Avis Rent A Car
3) XXXXX XXXXX	- Avis Rent A Car
4) XXXXX XXXXX	- Avis Rent A Car
5) XXXXX XXXXX	- Avis Rental Car
6) XXXXX XXXXX	- Avis
7) XXXXX XXXXX	- Avis
8) XXXXX XXXXX	- Avis
9) XXXXX XXXXX	- Avis
10) XXXXX XXXXX	- Avis
11) XXXXX XXXXX	- Avis
12) XXXXX XXXXX	- Avis
13) XXXXX XXXXX	- Avis
14) XXXXX XXXXX	- Avis
15) XXXXX XXXXX	- Avis
16) XXXXX XXXXX	- Avis
17) XXXXX XXXXX	- Avis
18) XXXXX XXXXX	- Avis
19) XXXXX XXXXX	- Avis
20) XXXXX XXXXX	- Avis
21) XXXXX XXXXX	- Avis
22) XXXXX XXXXX	- Avis
23) XXXXX XXXXX	- Avis
24) XXXXX XXXXX	- Avis
25) XXXXX XXXXX	- Avis
26) XXXXX XXXXX	- Avis
27) XXXXX XXXXX	- Avis
28) XXXXX XXXXX	- Avis
29) XXXXX XXXXX	- Avis
30) XXXXX XXXXX	- Avis

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- -----

SIGNATURE OR INITIALS

COMPANY NAME (OPTIONAL)

- | | |
|------------------------|--------|
| 1) <i>[Signature]</i> | - USAF |
| 2) <i>[Signature]</i> | - USAF |
| 3) <i>[Signature]</i> | - USAF |
| 4) <i>[Signature]</i> | - USAF |
| 5) <i>[Signature]</i> | - USAF |
| 6) <i>[Signature]</i> | - USAF |
| 7) <i>[Signature]</i> | - USAF |
| 8) <i>[Signature]</i> | - USAF |
| 9) <i>[Signature]</i> | - USAF |
| 10) <i>[Signature]</i> | - USAF |
| 11) <i>[Signature]</i> | - USAF |
| 12) <i>[Signature]</i> | - USAF |
| 13) <i>[Signature]</i> | - USAF |
| 14) <i>[Signature]</i> | - USAF |
| 15) <i>[Signature]</i> | - USAF |
| 16) <i>[Signature]</i> | - USAF |
| 17) <i>[Signature]</i> | - USAF |
| 18) <i>[Signature]</i> | - USAF |
| 19) <i>[Signature]</i> | - USAF |
| 20) <i>[Signature]</i> | - USAF |
| 21) <i>[Signature]</i> | - USAF |
| 22) <i>[Signature]</i> | - USAF |
| 23) <i>[Signature]</i> | - USAF |
| 24) <i>[Signature]</i> | - USAF |
| 25) <i>[Signature]</i> | - USAF |
| 26) <i>[Signature]</i> | - USAF |
| 27) <i>[Signature]</i> | - USAF |
| 28) <i>[Signature]</i> | - USAF |
| 29) <i>[Signature]</i> | - USAF |
| 30) <i>[Signature]</i> | - USAF |
| 31) <i>[Signature]</i> | - USAF |
| 32) <i>[Signature]</i> | - USAF |
| 33) <i>[Signature]</i> | - USAF |

SAN FRANCISCO AIRPORT POLICE
REPORTED CRIMINAL INCIDENTS
STATISTICAL SUMMARY

COUNTY CASE #	1987	1988	1989	1990	1991	MONTHLY AVRG-1991	1990/1991 % of CHAN
<u>CRIME REPORTS</u>							
FELONY	1102	1198	1178	1168	1213	101	+
MISDEMEANOR	1007	818	859	779	860	72	+ 1
INFORMATIONAL	1055	1606	1526	1466	1795	150	+ 2
MISC(5150)	157	161	154	118	122	10	+
SUPPLEMENTALS	99	100	196	250	243	20	-
STORED/IMPOUND VEH	505	485	281	201	234	19	+ 1
RECOVERED VEH	77	100	95	84	102	8	+ 2
COURTESY REPORTS	38	29	33	49	45	4	-
<u>TOTAL CRIME RPTS</u>	4040	4497	4322	4115	4614	384	+ 1
<u>OCURRENCE REPORTS</u>	902	894	870	915	862	72	-
<u>ISCELLANEOUS REPORTS</u>	1212	1244	1061	1040	945	79	-
<u>VEHICLE ACCID RPTS</u>							
PROPERTY DAMAGE	306	328	315	304	278	23	-
PERSONAL INJURY	74	86	67	62	63	5	+
<u>TOTAL REPORTS</u>	6534	7049	6635	6436	6762	563	+
<u>ARRESTS</u>							
FELONY	52	125	91	51	70	6	+ 3
MISDEMEANOR	196	185	184	122	132	11	+
CITIZEN'S ARREST	42	53	43	46	47	4	+
WARRANT	111	177	136	147	115	10	- 2
DRUNK IN PUBLIC	171	188	227	154	146	12	-
DRUNK DRIVING	29	17	26	11	11	1	
PSYCH COMMITTAL	157	161	154	120	121	10	+
<u>TOTAL ARRESTS</u>	748	906	866	651	642	53	-
<u>CITATIONS</u>							
PARKING CITES	26629	30995	28968	30885	27116	2260	- 1
MOVING CITES	1016	1531	1046	1455	1862	155	+ 2
<u>TOTAL CITATIONS</u>	27645	32526	30014	32340	28978	2415	- 1
<u>PARKING FACILITIES</u>							
<u>CRIMINAL INCIDENTS</u>							
GARAGE	404	382	285	271	351	29	+ 2
LOT D	185	168	212	107	115	10	+
<u>TOTAL GAR/LOT D REPORTS</u>	650	572	594	392	466	39	+ 1

SAN FRANCISCO AIRPORT POLICE
REPORTED CRIMINAL INCIDENTS
STATISTICAL SUMMARY

	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>MONTHLY AVRG-1991</u>	<u>1990/1991 % of CHANG</u>
<u>THEFTS-PROP CRIMES</u>							
GRAND THEFT	595	598	645	712	651	54	- 7
PETTY THEFT	445	405	362	426	419	35	- 2
LOST PROPERTY	378	638	201	218	176	15	- 19
FOUND PROPERTY	36	62	116	125	124	10	- 1
FRAUD/CHK-CRDTCRD-TICK	16	17	15	22	28	2	+ 27
POSSESS/STOLEN PROPERTY	30	20	20	17	20	2	+ 17
BURGLARY							
AUTO	215	220	205	188	211	18	+ 12
BUSINESS	41	45	44	44	46	4	+ 4
STOLEN VEHICLE	144	176	153	142	179	15	+ 29
RECOVERED VEHICLE	777	100	95	84	103	8	+ 22
EMBEZZLED VEHICLE	24	30	35	54	40	3	- 29
VANDALISM	121	101	131	101	102	8	+ 1

<u>CRIMES AGAINST PEOPLE</u>							
ROBBERY	13	7	5	5	12	1	+ 140
ASSAULT/BATTERY	70	67	86	70	67	6	- 4
ASSAULT/DEADLY WEAPON	10	15	11	6	12	1	+ 100
ASSLT/BATT/POLICE OFC	9	9	10	4	4	.33	0
ASSLT/DEADLY WPN/OFC	0	0	2	1	0	0	- 100
DISTURBING PEACE	141	145	133	98	110	9	+ 15
OBSCENE/THRT PHONE CALLS	21	28	17	14	26	2	+ 85
LEWD CONDUCT	12	8	7	5	11	1	+ 120
RESISTING ARREST	23	21	25	12	9	.75	- 25

<u>OTHER AIRPORT RELATED CRIMES</u>							
DRUGS	50	55	47	27	22	2	- 15
BOMB THREATS	50	62	39	26	44	4	+ 65
SUSPICIOUS BAGS/PKGS	86	69	128	96	177	15	+ 85
OLICITATION							
LIMO	44	18	36	54	59	5	+ 15
OTHER	26	28	42	22	40	3	+ 85
DRUNKEN CASE	1	3	5	2	5	.40	+ 150
JUVENILE RELATED RPT	86	85	89	88	57	5	- 35
DOMESTIC VIOLENCE RPT	17	29	29	16	16	1	0
BOMB DOG RELATED RPT	N/A	N/A	N/A	132	209	17	+ 55
TU(includes misc rpts)	N/A	N/A	N/A	333	410	34	+ 25
LODGING AT AIRPORT	N/A	N/A	N/A	24	12	1	- 50
USP CIRCUM RPT	N/A	N/A	N/A	147	136	11	- 7
MISSING PERSONS RPT	N/A	N/A	N/A	35	35	3	0

garage/lot d crimes
jan 1989

Crime Code	Location	Beg. Date	Time	Property	Value
10851	eco employ d1	890113	0815	chev camaro	7000.00
10851	gar 3 d21	890111	1645	toyo celica	6000.00
10851r	gar 3 d16	890128	1840	ford escort	
241/243	gar 1 d	890117	0715		
273.5 domestic	eco long k4	890126	1917		
459 auto	gar 5 b10	890113	0030	stereo/briefcase	1115.00
459 auto	gar 3 f30	890113	1257	money	206.00
459 auto	eco long j4	890125	0445	stereo	750.00
459 auto	gar 1 a13	890121	1025	purse	198.00
459 auto	gar 2 f	890107	1100	briefcase	270.00
459 auto	eco long k3	890124	0600	stereo	500.00
459 auto	eco long	890124	1130	stereo knobs	25.00
459 auto	eco employ a1	890123	1700	parking permit	48.00
459 auto	gar 5 g	890109	0727	stereo/cb	1205.00
459 auto	gar 5 f	890102	2125	radio	650.00
459 auto	gar 3 f31	891221	1000	jacket/window	825.00
459 auto	gar 3a	881230	1500	radio/camera	1450.00
459 auto	gar 2 b7	890106	1430	door handle	400.00
459 auto	gar 2 f30	890106	2214	camera/wallet/glass	685.00
459 auto	gar 5 f	890110	1500	binoculars/flashlt	310.00
459/10852/594b3	gar 3 f28	890106	0700	stereo/grill	650.00
459/594 auto	eco employ	890117	1000	stereo	1100.00
459/594be auto	gar 2 e23	890114	2320	reg/dash mount	500.00
487.1	gar 5 f	890106	2500	hubcaps	1000.00
488/594 gate	gar 4 booth#46	890102	2304	parking fee/gatearu	
496.1	eco employ	890128	0145	parking permit	
594 auto	gar 2 b6	890102	1345	antenna	25.00
594 auto	gar 4 e	890120	0930	vehicle fender	
602 w41/602.4	gar 1 d	890113	1930		
602.4 limo/5371	gar 2 f30	890125	1300		
addst/602w41/602.4	gar	890113	1900		
l/p	gar 3	890123	2300	computer	800.00
storea	gar 4 b6	890106	0645		
stored	eco employ a1	890127	1830		
supple/459 auto	eco employ	890127	1630		
susp circum	eco employ	890119	0050		

25712.00

gar/lot d crimes
feb 1989

Crime Code	Location	Beg. Date	Time	Property	Value
10851r	gar 3 b12	890223	0300	niss 4x4	
10851r	gar 1 b11	890224	1430	buick regal	
459 auto	gar 3 a	890215	1550	stereo	1100.00
459 auto	eco employees	890202	1400	stereo	451.00
459 auto	gar 2 d20	890219	1702	camera/jkt	900.00
459/594 auto	eco employ c2	890215	1200	stereo	1900.00
487.1	gar	890216	2315	bag	810.00
487.1	gar 1 d15	890216	0900	briefcase	2260.00
487.1	gar 1 c	890203	2230	watch/calculator	1050.00
487.1	gar 4/5 cores	890201	0800	telephones	1200.00
487.1	nt gar 5	890221	1835	briefcase	9710.00
488	gar 1 cablot	890213	0600	briefcase	100.00
594 auto	gar 2 e22	890207	0630	veh door	
594 auto	gar 2 f29	890220	1200	vehicle paint	
594 auto	gar 4 f30	890220	1045	vehicle paint	
594 auto	gar 4 f29	890216	1615	vehicle paint	
594a auto	gar 2 b9	890205	1259	tires	300.00
664/10851/459 auto	gar 4 g34	890203	0830	gloves	25.00
stored	eco employ	890220	0945		
stored	gar 1 exit	890225	1950		
stored	eco employ	890227	1811		

12602.00

gar/lot d crimes
march 1989

Crime Code	Location	Reg. Date	Time	Property	Value
10851r	eco long	890328	1600	audi	
10851r	gar 2 1a	890317	1441		
10852	gar 1d	890323	2033	license plate	
10852	gar 2	890306	1347	lic plate	
459 auto	eco employ	890327	1500	stereo	450.00
459 auto	eco long e2	890310	1700	stereo	700.00
459 auto	eco long k6	890321	0655	stereo	600.00
459 auto	gar 3 b6	890329	2230	stereo	500.00
459 auto	gar 3d	890324	1845	stereo	1100.00
467.1	gar 1 c14	890316	1115	purse	674.00
468	gar 1 booth 16	890327	1300	parking fee	39.00
468	gar 1 d17	890323	1400	battery	70.00
594 auto	gar 1 a	890327	1122	paint	
594 auto	gar 2 f27	890305	1300	veh door	300.00
594 auto	gar 5 e	890319	1745	trunk lock	100.00
602.4 1190	gar 1 d15	890310	1658		
647i/647c	gar core d	890321	1648		
f/p	gar 1 e	890325	1230	bags	
impound	eco long	890331	1300		
susp circum	gar 1 cablot	890330	1125		

-551.00

gar/lot d crimes
april 1989

Crime Code	Location	Beg. Date	Time	Property	Value
10651	gar 2b	890418	0300	mazd rx-7	10500.00
10651r	gar 4 a5	890421	1450	olds cutl	
10651r	gar 3 a3	890421	1450	hond prel	
10651r	gar 3 f25	890421	1450	volv 145	
10651r	gar 3 e22	890418	1400	chev astro	
243a domestic	gar 4 exit	890424	1350		
459 auto	gar 3 e1	890422	0700	stereo	625.00
459 auto	eco long	890422	0730	dashboard	300.00
459 auto	gar 2 a5	890421	1830	wing window	150.00
459 auto	eco employee	890416	0700	window/dashboard	610.00
459 auto	eco longterm	890325	2500	computer/briefcase	6333.00
459 auto	gar	890321	2500	mobile telephone	
459 auto	gar 5 a	890407	2030	bag/checks	6725.00
459 auto	eco employee	890413	1020	stereo	900.00
459 auto	gar 5 e	890402	1630	radio	650.00
459 auto	gar 5 e	890417	1630	stereo/phone/aap	2910.00
459 auto	gar 3 c	890412	0830	golf clubs	540.00
459 auto/594	eco employee	890413	1300	stereo/eyebles/tire	1910.00
459/594 auto	eco employee	890413	1000	stereo	450.00
487.1	gar 3 17d	890330	2030	bag/passport	622.00
487.1	gar 5	890303	2500	cellular phone	1350.00
487.1	gar 1 f28	890414	1210	briefcase/bag	565.00
487.1	gar 2 d	890420	1820	jacvet/money	415.00
489	gar ct connect	890410	1100	bag	100.00
489	gar 1	890418	0300	parking fee	11.00
594 auto	gar 1 b6	890402	2200	window	200.00
594a/240/242	gar 1 cap lot	890420	1950	tire	11.00
agency assist	gar 3	890421	1220		

35133.00

gar/lot d crimes
may 1989

Crime Code	Location	Beg. Date	Time	Property	Value
10851	eco longterm	890501	1600	volk rabbit	6000.00
10851	gar 5 b	890527	0130	toyo supra	15000.00
10851r	eco longterm	890517	1930	cadi sevi	
10852	eco employ	890507	2330	license plates	
242 domestic	gar 4b	890527	2113		
459 auto	eco employ	890425	0700	tire/tools	480.00
459 auto	gar 5c	890502	2150	radio/cellular phn	2150.00
459 auto	gar 4 e24	890506	0645	stereo/window	750.00
459 auto	gar 5f	890510	1200	stereo/speakers	925.00
459 auto	eco employ	890510	2230	stereo	954.00
459 auto	eco employees	890515	2200	speakers	600.00
459 auto	eco long fi	890519	0830	stereo	440.00
459 auto	gar 3 b	890527	2000	stereo/tv	1625.00
459/594 auto	eco long	890512	1400	instrument panel	480.00
487.1	eco employ a4	890502	0800	hubcaps	404.00
487.1	eco employ	890511	1000	microwave/answer mch	440.00
487.1	gar 1 b7	890519	1845	purse	606.00
487.1	gar 1 a	890524	0300	bag	805.00
488	eco long	890516	1800	car cover	150.00
488	gar 3 exit bth	890520	2245	parking fees	104.00
488	eco long	890525	1400	louvre shade	300.00
5150	gar 4 b	890527	2126		
5371puc/148	gar 2 e22	890507	1800		
594 auto	gar 3f	890426	0700	antenna	150.00
594 auto	eco employ d2	890508	0500	veh paint	350.00
594 auto	gar 1 f	890509	1830	veh paint	800.00
594 auto	eco employees	890509	1430	toyo celi	500.00
594 auto	gar 4 b	890510	0720	window	150.00
594 auto	eco employ d3	890510	0600	veh paint	1500.00
594 auto	eco employ d3	890512	1000	veh paint	1500.00
594 auto	gar 1 b9	890513	1800	window	90.00
594/664/459 auto	eco employ b4	890519	0800	window/stereo	120.00
647f/domestic	gar 1 a	890526	2337		
susp circum	gar 4 f27	890430	2500	toyo celica	
susp circum	eco long	890509	0605		

37373.00

gar/lot d crimes
june 1989

Crime Code	Location	Beg. Date	Time	Property	Value
10851	gar 5 f	890530	0845	toyo celica	12000.00
10851	eco employ	890620	1800	honda m/c	3500.00
10851	eco employ	890625	1330	pont transam	
10851r	gar 5 a	890617	1000		
10851r	gar 5 g	890627	2030	cadi fleet	
10851r	gar 5 f	890629	1615	toyo celica	
10851r	gar 4 b12	890613	2225	dodg daytona	
211	gar 3 b3	890610	1145	purse	450.00
415	gar 2 d17	890607	1920		
459 auto	eco employ	890619	0930	stereo	2600.00
459 auto	gar 5 a	890616	1330	stereo	1430.00
459 auto	gar 1 a5	890608	1200	conv top/money	1002.00
459 auto	gar 2 f31	890612	1200	glasses/gloves/top	1210.00
459 auto	gar 3 d18	890625	1750	stereo	1900.00
459 auto	gar 3 c15	890625	1955	stereo/wallet	675.00
459 auto	gar 3 d	890602	2150	purse	160.00
459 auto	eco employ	890611	1730	stereo	325.00
459 auto	eco employ	890626	1250	stereo	1030.00
459 auto	eco employees	890608	0815	t-top windows	2500.00
459 auto	gar 5 e	890616	2300	stereo/speakers	920.00
459 auto/488	eco long	890604	1935	radio knobs/hub cap	205.00
459/594 auto	eco employ	890612	1400	stereo	3220.00
487.1	gar 5 d	890616	1150	bag	2407.00
487.1	gar 5c	890603	1930	suitcase	4195.00
487.1	gar 4	890618	1150	bag	1175.00
488	gar 1 g	890630	0105	wallet	170.00
5150	gar 5 d	890628	1225		
594 auto	eco employ	890605	0710	vehicle paint	600.00
594 auto	eco employ	890626	0600	veh paint	100.00
594 auto	gar 4 a	890614	0800	bumper	100.00
594 auto	gar 3 c	890610	2240	tire	75.00
594 auto	gar 3 a2	890613	1140	window	300.00
594 auto	gar 2 f25	890620	0720	fender guards	100.00
594a	gar 1 b	890603	2145	door lock	50.00
594a2 auto	eco employees	890607	0710	veh side	550.00
664/10851	gar 4 21	890612	0900	window/steering col	300.00
664/459/594 auto	gar 2 a22	890620	0705	door lock/veh paint	1500.00
f/p	gar 5 d	890628	2045	bag	1686.00
stored	gar 4 exit	890616	1015		

garage/lot d crimes
july 1989

Crime Code	Location	Reg. Date	Time	Property	Value
10851	gar 1 b6	890702	1203	line cont	20000.00
10851	gar 2 d	890718	1100	buic skylark	3000.00
10851r	gar 3 c14	890702	1100	mitsu balant	
10851r	gar 4	890710	1515	dodg cara	
10851r	gar 3 d18	890726	1240	pont phoen	
459 auto	eco lon n	890615	1200	cables/flare/1staid	335.00
459 auto	gar	890712	2500	stereo/cassettes	
459 auto	eco longtern	890712	2500	stereo	
459 auto	gar 5 a	890717	1124	stereo	1100.00
459 auto	gar 1 b8	890726	0700	stereo	400.00
459 auto	gar 2	890727	0937	stereo/window	900.00
459 auto	eco employ d2	890729	0515	stereo/steering whl	1665.00
459/594 auto	gar 3 b3	890717	1135	stereo	800.00
459/594 auto	gar 1 b5	890722	1000	stereo	500.00
459/594 auto	eco long d1	890726	0800	stereo/wind/heater	750.00
459/594 auto	gar 2 b	890727	1557	stereo	300.00
459/594 auto	eco employ a3	890729	0945	clothing/door handl	635.00
487.1	gar 5	890708	1400	suitcase	2097.00
487.1	gar 5 e	890721	1900	tire/rim	450.00
487.1	gar 4e	890730	1625	purse	840.00
488	gar 5 d	890720	1200	tire/hubcaps	300.00
537a	gar exit bth	890617	2500	storage fees	325.00
537a	gar 4 valet	890710	1334	parking fee	15.00
594 auto	gar 2 a	890615	2330	vehicle paint	
594 auto	gar 4d	890715	1500	porsche	250.00
594 auto	gar 4 valet	890721	2023	windshield/keyhole	750.00
594 property	gar 4 exit bth	890720	0816	gate arm	20.00
664/245a	gar 2 b10	890718	0004		
664/459 auto	eco employ	890704	0930	door	500.00
664/459 auto	eco long	890716	0730	sleeping bags	300.00
664/459 auto	gar 5 a	890717	1122	door handle	350.00
f/p	gar 1 e	890727	1940	paintings	
f/p suspicious object	gar 5 b	890728	1300		
stored	gar entrance	890706	0230		
supple-459 auto	gar 2 b9	890727			
susp circum	gar 4 d	890628	0900		

gar/lot d crimes
august 1989

Crime Code	Location	Beg. Date	Time	Property	Value
10851	gar 1 a3	890828	0700	toyo p/u	5000.00
10851	gar 3e	890801	0730	pors 944	25000.00
10851r	eco storage lot	890803	0921	chry lebar	
10851r	gar 1 d14	890831	1500	ford taurus	
10851r	gar 1 exit	890815	2300	buic skylark	
10851r	gar 4	890825	0330	hyun excel	
10851r	gar 4 f30	890823	1430	ford thund	
10851r	gar 4a	890804	1540	hyun excel	
10851r	gar 5a	890823	1430	volk gti	
10851r	gar 5a	890804	1640	chev corvette	
10851r	gar 5b	890804	1650	plym voy	
10852	gar 3g	890713	1000	license plates	
211	gar 5 b	890818	2020	air tickets/money	538.00
242	gar 4 cash bth	890808	2315		
242	gar 5	890819	1730		
415.1/243b/148	eco longterm	890805	2350		
459 auto	eco employ b1	890819	1300	stereo	400.00
459 auto	gar 1	890726	1330	briefcase	
459 auto	gar 2 b	890816	0600	stereo	815.00
459 auto	gar 2 b	890820	0246	window	
459 auto	gar 2 b11	890814	1948	stereo	350.00
459 auto	gar 3 a3	890811	2200	cellular phone	3350.00
459 auto	gar 3 b	890714	0730	stereo/antenna	490.00
459 auto	gar 3 b10	890818	1430	stereo/speakers	2974.00
459 auto	gar 3 b6	890814	1900	veh door	300.00
459 auto	gar 3 d21	890811	1107	sunglasses	100.00
459 auto	gar 2b	890606	1900	car seats/tire/cap	295.00
459 auto	gar 5 a	890810	1800	gas cap/window	270.00
459 auto	gar 5 b	890810	1145	stereo/backseat	2800.00
459 auto	gar 5 c	890819	1645	stereo/camera/bag	2350.00
459 auto	gar 5b-c	890817	1300	stereo	660.00
459 auto	gar 5d	890803	2016	stereo	750.00
459 auto	gar 5d	890803	2000	stereo	150.00
459 auto	gar 5f	890803	2045	stereo	450.00
459/594 auto	gar 2 f	890824	0800	jacket/briefcase	1262.00
459/594 auto	gar 3 f30	890825	1100	stereo/dashboard	800.00
487.1	gar 5	890808	1200	camera	1148.00

Crime Code	Location	Beg. Date	Time	Property	Value
stored	eco employ d3	890817	1620		
sapple-459 auto	gar 2 b11	890814	1945		
sunole-459 auto	gar b2	890821	1006		

52255.00

gar/lot d crimes
sept 1989

Crime Code	Location	Beg. Date	Time	Property	Value
10851r	eco long	890922	1420	datson 280zx	
10852	gar 1 b	890910	2000	canopy bar	
10852	gar 2 a5	890924	1800	license plates	
10852	gar 3 b10	890909	1300		
241a/243a	gar 1 f24	890924	1515		
242/594a gate arm	gar 4	890901	0119	gate arm	300.00
459 auto	gar 5 a	890917	1730	stereo/suitcase	1500.00
459 auto	gar 3	890902	2500	golf clubs/clothes	
459 auto	gar 5	890921	1030	radio speakers	1000.00
459 auto	gar 5 f	890915	1430	stereo	300.00
459 auto	gar 5 c	890920	0750	stereo	300.00
459 auto	gar 2 f30	890929	1800	sunglasses/book	83.00
459 auto	gar 5 d	890915	2300	stereo/briefcase	935.00
459 auto	gar 2 b8	890910	1400	soft top/book	530.00
459 auto/594	eco longterm	890907	1600	5 vehicles	
459/594 auto	gar 5 g	890927	1713	stereo/dashboard	1200.00
459/594 auto	eco employ a5	890922	1440	stereo/window	2168.00
476	gar 1 exit	890914	0650	20 dollar	20.00
487.1	gar 4 valet	890928	1200	address book	480.00
487.2	gar 1b elevator	890831	1815	wallet	200.00
488	eco long	890910	0215	parking fees	64.00
488	gar 2 f29	890920	2255	checkbook	100.00
594 auto	gar 2 e23	890925	1112	veh paint	
594 auto	eco long h4	890913	0750	veh paint	500.00
594 auto	gar 3	890925	1725	veh side	2000.00
594b2 property	gar 3 b	890929	1200	elevator buttons	1000.00
664/459 auto	eco employ c2	890925	0630	wind	500.00
664/459 auto/594	eco longterm	890907	1030	window	100.00
auto gas leak	gar 1 b7	890915	1620		
stored	eco employ	890909	0200		
stored	gar 4d18	890919	1200		
stored	gar 1 b7	890915	1821		
supple-459 auto	eco long	890910	2335	seat/computer/clths	4570.00

18250.00

gar/lot d crimes
oct 1989

Crime Code	Location	Beg. Date	Time	Property	Value
10851	gar 5	891012	0800	mcb	20000.00
10851	gar 1	891017	1650	niss stanza	10000.00
10851r	gar 5a	891005	1325	pont j2000	
10851r	gar 4	891009	1540	hyun excel	
10851r	eco longterm	891020	1130	jag xj6	
10851r	eco longterm	891020	1215	niss sentra	
10851r	eco storage lot	891030	2500	amc jeep	
10852	gar 1 d17	890928	0830	license plates	
11357b/11364	gar 2 b17	891006	1400		
11364/warrant	gar 1 e	891002	1315		
459 auto	eco employees	891002	0945	stereo	1300.00
459 auto	gar 3 b6	891004	0800	t-tops	650.00
459 auto	gar 1	891010	0917	stereo	1400.00
459 auto	gar 5a	891011	1930	stereo/speakers	820.00
459 auto	gar 4 b	891020	1300	stereo	700.00
459 auto	eco employees	891021	1730	stereo	840.00
459 auto	gar 4 b22	891026	1943	stereo/jacket	1810.00
459 auto/594	gar 3 e24	890929	0800	window	1100.00
487.1	gar	890918	1930	bags	906.00
487.1	gar 2	891006	1400	purse	410.00
487.1	eco long r5	891022	1300	tire/wheel	500.00
488	ct gar	890929	1100	camera	350.00
537	st host hangar	891015	1815	food bill	31.00
594 auto	gar 2	890929	1837	car doors/antenna	1100.00
594 auto	gar 2 f31	891005	1800	vehicle	1500.00
594 auto	eco employees	891011	0500	window	
594 auto	gar 1d	891017	1200	window	250.00
stored	gar 4	891021	1850		

43667.00

gar/lot d crimes
nov 1989

Crime Code	Location	Beg. Date	Time	Property	Value
10851	gar 4 f31	891030	2130	volk bug	5000.0
10851r	eco longterm	891204	2500	ford ltd	
10851r	gar 1 c12	891130	2230	chev	
10851r	eco long	891102	1500		
10851r	gar 3a	891102	1100	mitsu mirage	
10852	eco employ 3	891102	0600	license plate	
11550/466	gar 1	891121	1015		
12509cvc	eco long	891126	1930		
459 auto	gar 5b	891125	0900	stereo/glasses	540.00
459 auto	eco long	891108	0600	stereo	770.00
459 auto	gar 1 c13	891029	1700	stereo	745.00
459 auto	gar 3 e	891107	1300	stereo/window	925.00
459 auto	gar 5 b	891103	1900	turn signal/wiper	300.00
459 auto/594	gar 2	891127	1940	window/fenders	1980.0
459/594 auto	gar 3 a5	891103	1105	stereo	600.00
487.1	gar 1 g	891129	1215	briefcase	530.00
488	gar 1 cablot	891128	1920	wallet	66.00
594 auto	eco employ	891108	2030	vehicle paint	750.00
594 auto	gar 4a	891123	0600	window	300.00
594 auto	gar 3	891118	0700	vehicle	
594 auto	gar 4 d17	891103	1430	vehicle paint	800.00
664/10851	eco employ	891103	1420	ignition/door handle	1200.0
f/p	gar 5a	891115	1230	bag/clothing	
susp circus	gar 4 d	891122	1700		

14506.00

gar/lot d crimes
dec 1989

Crime Code	Location	Beg. Date	Time	Property	Value
10-66/459 suspects	eco employee	891229	0110		
10750vc	eco employ a4	891207	1954		
10851r	gar 4 b6	891201	1940	gar	
10851r	gar 3 f25	891208	1040	dodge colt	
10851r	gar 4 valet	891211	1148	nissan 300zx	
10851r	gar 4 f25	891214	0930	ford fest	
10851r	gar 4 b6	891215	1145	recovered vehicle	
10851r	eco long	891220	1430	chev corvette	
11357b	gar 3 f26	891211	2040		
240/242	gar 3 exit	891223	1245		
242	gar 1	891229	1910		
459 auto	eco long i4	891130	0930	stereo	950.00
459 auto	eco long j1	891202	0530	stereo/knife	890.00
459 auto	gar 3b	891204	0628	stereo	450.00
459 auto	eco long i4	891208	1630	stereo	450.00
459 auto	eco long g3	891208	1630	jewelry	
459 auto	eco long i13	891208	1500	window	
459 auto	eco longterm	891209	0800	stereo	450.00
459 auto	eco longterm	891224	1700	tv	575.00
459 auto	gar 3	891225	1500	stereo	600.00
459 auto	gar 4	891228	2200	stereo	1250.0
487.1	gar 1 b	891220	1230	purse/ticket/money	738.00
487.2	eco longterm	891207	1130	wallet	125.00
488	eco longterm	891222	1520	headlight frame	375.00
488	gar 2 f	891231	1858	car battery	50.00
496/44E3/4000a vc	eco employ c1	891214	1200	reg sticker	
594 auto	gar 1 b5	891128	0900	vehicle paint	2000.0
594 auto	gar 3	891214	2500	veh	
594 auto	gar 3 f	891223	1020	hood logo	300.00
impound	eco employ c1	891214	1200		
impounded	eco employ a4	891207	2000	ford galaxy	
security breach	eco employ b3	891209	0012	fence	
stored	eco longterm	891218	2000		
susp circus	gar 3	891230	0900		

Crime Code	Beg. Date	Time	Location	R/O	Value
code 9	910315	1150	eco longterm		
f/p	910901	1320	eco employee	suspicious briefcase	
impounded veh	910305	0705	eco longterm		
l/p	911201	1415	eco longterm	impounded veh	
stolen veh	910114	0600	eco longterm		8300.0
stored	910208	0150	eco longterm	stolen veh	8000.0
stored	910226	1035	eco employ		
stored	910404	0940	eco employ		
stored	910417	2115	eco employees		
stored	910606	1220	eco employee		
stored	910606	1500	eco impound lot		
stored	910815	0840	eco longterm		
stored	910823	1250	eco employees		
stored	910901	0948	eco employ		
stored	911128	0915	eco employee		
stored	911212	1130	eco employ		
stored	911212	0930	eco employ		
stored	911214	2055	eco employ		
susp circum	910524	2500	eco longterm	susp circum	

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194JC

sfia police
 lot d(employee&longterm)criminal actvty
 jan-march 1992

Crime Code	Beg. Date	Time	Location	M/O	Value
10851	920129	1500	eco long	stolen veh	9000.0
10851	920219	1445	eco employee	stolen veh	
10851r	920125	2000	eco long	recovered veh	
10851r	920205	1200	eco longterm	recovered veh	
10851r	920210	1300	eco long	recovered veh	
273.6	920316	1420	eco employ	violates stay away order	
459 auto	911223	1800	eco longterm	breaks window/takes phone&camcorder	2050.0
459 auto	920116	1430	eco employ	pries wing window/takes park perm	150.00
459 auto	920119	0710	eco long	pries window/takes stereo	450.00
459 auto	920130	0930	eco employ	breaks window/takes parking perm	48.00
459 auto	920208	0930	eco employ	pries door/takes park perm	34.00
459 auto	920216	1500	eco employ	breaks window/takes radio&tool kits	475.00
459 auto	920323	0700	eco employ	enters locked veh/takes parkperm	48.00
484	920318	1700	eco employ	takes tire from parked veh	200.00
487.1	920318	1400	eco employ	takes tires	400.00
487.1	920319	2000	eco long	takes tires from parked veh	3000.0
488	911224	2000	eco long	takes hubcaps from parked veh	50.00
488	920213	1100	eco long	takes hub caps	50.00
594 auto	920111	1000	eco long	breaks window	150.00
594 auto	920206	0530	eco employ	scratches paint on veh	1500.0
594 auto	920310	1200	eco longterm	cuts conv roof	1000.0
594 auto/10852	920319	0710	eco employ	takes gas cap door/license plate	
harassment	920216	0015	eco employ	harasses victim verbally	
stored	920103	1205	eco longterm		
stored	920326	1934	eco employ		

sfia police
lot d(employee&longterm) criminal actvty
1990

Crime Code	Beg. Date	Time	Location	M/O	Value
10851	900215	1545	eco employees	stolen veh	4000
10851	900322	1900	eco employ r21	stolen vehicle	15000
10851	900425	1300	eco employ	stolen vehicle	5000
10851	900621	0940	eco long	stolen veh/motorcycle	9000
10851	900719	1635	eco employ	stolen vehicle	7500
10851	900830	1435	eco employee	stolen veh	7000
10851	900910	1700	eco employ	stolen veh	5000
10851	900910	2130	eco employ	stolen veh	12000
10851	900921	2000	eco employ a3	stolen vehicle	8000
10851	901011	1330	eco employ c2	stolen vehicle	7500
10851	901115	1120	eco employ c2	stolen vehicle	12000
10851	901128	0600	eco long	stolen vehicle	2000
10851	901130	0830	eco employ	stolen vehicle	
10851r	900215	1230	eco longterm	recovered veh	
10851r	900215	1300	eco longterm	recovered veh	
10851r	900215	1300	eco longterm	recovered veh	
10851r	900314	1225	eco longterm	recovered veh	
10851r	900315	1120	eco longterm	recovered veh	
10851r	900628	1500	eco long	recovered vehicle	
10851r	900821	1230	eco long h5		
10851r	900926	1418	eco long h4	recovered vehicle	
10851r	900926	1417	eco long l5	recovered vehicle	
10851r	901025	1154	eco longterm	recovered veh	
10851r	901101	1150	eco long	recovered vehicle	
10851r	901105	0930	eco long	recovered vehicle	
10851r	901115	1500	eco long	recovered vehicle	
10851r	901204	1530	eco long	recovered vehicle	
10851r	901213	1300	eco long	recovered vehicle	
10852	900310	0700	eco employees	stolen plates	
10852	900509	1600	eco employ c3	takes tires from parked vehicle	1050.
10852	900825	0045	eco employ	takes license plate off parked vehicle	
12677pc	900706	0030	eco employees	poss of illegal fireworks	
459 auto	891224	2230	eco longterm	enters veh no force/takes stereo	160.0
459 auto	900118	0800	eco employees	prys wing window/takes parking permit	48.0
459 auto	900125	1000	eco employees	breaks driver window/takes tapes	235.0
459 auto	900125	0115	eco employees	breaks into locked veh/takes portable radio&coat	350.0
459 auto	900203	0627	eco longterm	enters locked veh no force/takes car phone	600.0
459 auto	900207	1230	eco employees	breaks rear wing window/takes coat&boots	800.0
459 auto	900302	1500	eco longterm	punches lock/rips conv top/takes stereo&speakers	964.0
459 auto	900308	1830	eco longterm	breaks window/takes stereo	1000.0
459 auto	900405	2400	eco long c	slips lock/takes tools	372.0
459 auto	900502	2500	eco longterm	enters locked veh/takes jacket-flt bag-transceiver	719.0
459 auto	900508	1600	eco longterm	breaks r/wing window/takes steering column panel	80.0
459 auto	900702	1700	eco employees	breaks window/takes stereo speakers	325.0
459 auto	900705	0630	eco longterm	breaks window/takes cassettes	420.0
459 auto	900705	1600	eco longterm	breaks rear window/takes suitcases/radar detector	500.0

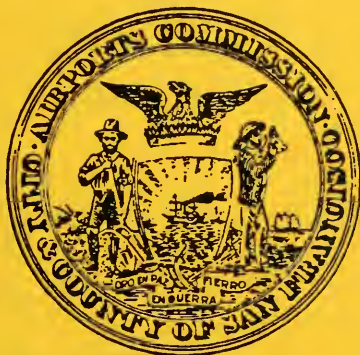
Crime Code	Beg Date	Time	Location	M/O	Value
459 auto	900708	1500	eco longterm	breaks window/ransacks/takes nothing	100.00
459 auto	900710	0700	eco employee	breaks window/attempts to pry cassette/takes nothing	
459 auto	900715	1200	eco employee	enters locked veh no force/takes stereo	500.00
459 auto	900715	0800	eco/employ b2	enters veh no force/takes parking permit	48.00
459 auto	900722	1345	eco employ b5	breaks l/wing wind/takes speakers	250.00
459 auto	900731	1000	eco employ b1	breaks r/wind/takes stereo	1000.0
459 auto	900816	1100	eco employees	breaks window/takes radio&phn pager	410.00
459 auto	900825	1020	eco long	enters veh no force/takes stereo/sunglasses	320.00
459 auto	900919	1230	eco employ c1	slips r/door lock/takes stereo	503.00
459 auto	901011	0530	eco employ	enters veh no force/takes parking permit	30.00
459 auto	901021	0500	eco long	enters vehicle no force/takes stereo	2263.0
459 auto	901022	0540	eco employ g5	breaks l/wind/takes sunglasses/bends radio cover	555.00
459 auto	901025	0600	eco longterm	punches trunk lock/takes backpack	640.00
459 auto	901026	1300	eco employees	breaks window/takes reg	
459 auto	901026	1745	eco longterm	breaks window/takes radio	550.00
459 auto/594b3	891218	1100	eco longterm	breaks window/takes 2 front seats	1200.0
459 auto/664/10851	900214	1330	eco employees	breaks window/tampers ignitin/takes leather coat	1550.0
459/594 auto	900706	1130	eco long q1	cuts convertible top/unlocks door/takes money/cover	1266.0
459/594 auto	901016	1845	eco employ d3	enters vehicle no force/takes stereo	400.00
459/594 auto	901019	1320	eco employ b5	breaks l/wind/takes stereo/baseball equip	1658.0
459auto/273a/2800/14601	900804	1746	eco employee	breaks window/takes speakers	
487.1	891227	2130	eco longtermbus	takes suitcase	1500.0
487.1	900220	1215	eco employees	takes unattended bags	1385.0
487/594 auto	900509	1445	eco employ	takes hub caps from parked veh/dents r/fender	675.00
488	891226	0900	eco longterm	takes battery&gas from parked veh	110.00
488	900213	0500	eco employees	takes reg from plate of parked veh	27.00
488	900404	1700	eco employ g4	takes permit from unlocked trunk of parked veh	48.00
488	900405	2045	eco long booth	drives out w/o paying parking fee	104.00
488	900415	0700	eco employ	takes car cover off unattended parked veh	159.00
488	900531	2030	eco employee	takes cover off parked veh	130.00
488	900705	2000	eco longterm	leaves lot without paying	120.00
488	900731	1100	eco longterm	takes bag	
488	901219	1118	eco longterm	drives off without paying parking fee	96.00
594 auto	900207	2100	eco employees	spray paints side of vehicle	1500.0
594 auto	900216	2300	eco longterm	breaks drivers window	200.00
594 auto	900225	1530	eco employee	breaks front headlights	294.00
594 auto	900225	2045	eco longterm	smashes mirror-head lights-tail lights	700.00
594 auto	900331	0930	eco employ	breaks l/window	170.00
594 auto	900509	1000	eco employ b3	sprays corrosive liquid on veh/punctures tires	550.00
594 auto	900728	1515	eco employ d2	strikes veh headlight with hammer	30.00
594 auto	901024	1300	eco longterm	scratches paint	
594 auto	901029	0930	eco employ	scratches l/side of veh with sharp object	150.00
594b auto	900304	1300	eco employee	breaks lights/damages doors	1500.0
664/10851	900317	1700	eco employ c2	wandering lot/veh found w/damg steer colun/unlocked	
664/10851	900910	1530	eco employ d2	breaks r/wing wind/punches ignition lock	200.00
664/459/594 auto	900331	1730	eco employ c3	breaks l/door/pries off door handle/nothing taken	300.00
664/459/594 auto	901020	2030	eco employ	pries/breaks l/wing wind/nothing taken	300.00
impounded	901128	1700	eco employ		
stored	900126	0200	eco employees		

sfia police
 lot d(employee&longterm) criminal actvty
 1991

Crime Code	Beg. Date	Time	Location	M/O	Value
10851	910214	1300	eco employee	stolen veh	5000.C
10851	910218	1130	eco employees	stolen veh	14000.C
10851	910228	1330	eco employees	stolen veh	3000.C
10851	910302	2500	eco employees	stolen veh	22000.C
10851	910315	1745	eco employees	stolen veh	7000.C
10851	910403	1600	eco employees	stolen veh	8000.C
10851	910415	0430	eco employee	stolen veh	14000.C
10851	910624	2330	eco employees	stolen veh	11000.C
10851	910727	0530	eco longterm	stolen veh	700.CC
10851	910815	2300	eco employees	stolen veh	27000.C
10851	910818	1630	eco employees	stolen veh	10000.C
10851	910821	2500	eco longterm	stolen veh	600.CC
10851	910827	1030	eco employees	stolen veh	6000.C
10851	910827	1615	eco employee	stolen veh	14000.C
10851	910907	1700	eco employee	stolen veh	1200.C
10851	910909	1800	eco employees	stolen veh	2000.C
10851r	910407	2130	eco employ	recovered veh	
10851r	910426	1530	eco longterm	recovered veh	
10851r	910523	1240	eco longterm	recovered veh	
10851r	910628	1235	eco longterm	recovered veh	
10851r	910628	1200	eco longterm	recovered veh	
10851r	910628	1130	eco longterm	recovered veh	
10851r	910905	1109	eco longterm	recovered veh	
10851r	910915	1313	eco employees	recovered veh	
10851r	910924	1100	eco long	recovered veh	
10851r	910924	1230	eco long	recovered veh	
10851r	910925	0700	eco long	recovered veh	
10851r	911114	1500	eco longterm	recovered veh	
10851r	911115	1515	eco storage		
10851r	911212	0825	eco employ	recovered veh	
10851r	911216	1215	eco impound lot	recovered veh	
10852/488	910919	2300	eco employee	takes tire from veh	150.0C
240/242	910808	1855	eco employees	pushes victims head	
243.3 bus	910506	1503	eco longterm	punches shuttle bus driver in nose	
245a	910107	2341	eco employees	strikes vict from behind with blunt object	
4462b cvc	911214	0800	eco employ	false display of registration	
459 auto	910119	1700	eco longterm	enters locked veh no force/takes cd player	627.0C
459 auto	910123	0600	eco employ	breaks r/wind/takes stereo	379.0C
459 auto	910216	0700	eco lot d impnd	enters locked veh no force/takes radio&tools	500.0C
459 auto	910304	0800	eco employ	pries window/ransacks motor home	
459 auto	910314	1900	eco longterm	cuts conv top/takes briefcase	985.0C
459 auto	910503	1900	eco longterm	breaks window/takes cd player	989.0C
459 auto	910531	1800	eco employees	pries wing window/takes steering wheel	350.0C
459 auto	910613	1900	eco employee	breaks window/takes park perm & comm book	234.0C
459 auto	910712	1100	eco longterm	breaks r/wing window/takes car phone&computer	2049.0
459 auto	910725	1415	eco employee	forces wing window/takes park perm	134.0C

Crime Code	Beg. Date	Time	Location	M/O	Value
459 auto	910726	1530	eco longterm	keyslip/takes watch	600.00
459 auto	910808	0520	eco employee	keyslip/takes radio	300.00
459 auto	910822	1300	eco longterm	breaks window/takes bag&speakers	1600.0
459 auto	910828	0730	eco longterm	keyslip/takes radio	500.00
459 auto	910918	1500	eco employee	pries door/takes wallet	51.00
459 auto	911009	1900	eco employ	enters locked veh no force/takes park perm	48.00
459 auto	911014	1300	eco employee	punches door lock/takes park perm	45.00
459 auto	911027	2230	eco employ-c	enters locked veh no force/takes park perm	45.00
459 auto	911220	2020	eco longterm	brakes window/takes nothing	
459 auto	911227	2215	eco employ	punches door lock/takes tools	780.00
459 auto/10852/273.6	910718	1700	eco longterm	removes lug nuts/enters locked veh/takes permit	73.00
459 auto/499b	910408	1340	eco employees	enters veh w/master key/takes money/joyrides	2.00
459 auto/594	910823	0649	eco longterm	enters locked veh no force/takes radio&speakers	2600.0
459 auto/664/10851	910719	0845	eco employee	pries door/bkrs steering colun/att theft of veh	2080.0
459 auto/664/10851	910719	1300	eco employees	keyslip/punches ign lock/att to steal veh	500.00
459 auto/664/10851	910719	1530	eco longterm	att to start veh	
484	910801	2500	eco longterm	takes chkbks	
487.1	901206	1330	eco employee	enters unlocked veh/takes t-tops-stereo-speaker	3620.0
487.1	910604	2053	eco longterm	takes cell phone	2700.0
487.1	911205	1545	eco longterm	takes unatt briefcase	4070.0
488	910109	0745	eco longterm	refuses to pay parking fees	9.00
488	910123	2325	eco long exit	drives thru parking gate arm w/o paying fees	178.00
488	910211	1445	eco employees	takes 4 hub caps	280.00
488	910308	1730	eco longterm	takes hood orn&trunk insignia	
488	910415	0700	eco longterm	takes bag	250.00
488	910428	0445	eco employees	takes park perm from veh	50.00
488	910702	0606	eco longterm	takes car cover from parked veh	130.00
488	910704	1445	eco employee	takes permit&tapes from unlocked veh	120.00
488	910715	1430	eco longterm	takes hubcaps from parked veh	100.00
488	910720	1020	eco employees	reaches into veh/takes park permit	
488	910921	1545	eco employee	siphons gas from parked veh	
488	911113	1000	eco employee	takes park perm from unlocked veh	48.00
488	911115	2500	eco longterm	takes wallet from unlocked veh	10.00
594 auto	910105	1745	eco longterm	breaks plastic around steering column	100.00
594 auto	910218		eco longterm	scratches veh	
594 auto	910227	1130	eco employ	slashes vict tires	600.00
594 auto	910322	0545	eco longterm	tears fenders of veh	2100.0
594 auto	910422	1430	eco employee	smashes windshield	1000.0
594 auto	910716	1330	eco employee	slashes tires	
594 auto	911001	1600	eco employ	puts foreign agent on veh	
594 auto	911018	0730	eco employ	slashes tire	51.00
594a3 auto	910311	1445	eco employ	screws bolt into tire	91.00
594b auto/653m	910713	2200	eco employees	vandalizes veh/makes threatening calls	1025.0
594b4 auto	911111	1000	eco employee	damages paint of veh by egging	
664/10851	910916	2200	eco employee	attempts auto theft	
664/10851	910918	2130	eco employee	attempted auto theft	
664/459 auto	911212	1130	eco longterm	breaks window/takes nothing	150.00
code 9	910120	1330	eco longterm	suspicious bag	
code 9	910226	0845	eco longterm	suspicious suitcase	

SAN FRANCISCO AIRPORTS COMMISSION



MINUTES

JUNE 2, 1992

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LOUIS A. TURPEN

Director Of Airports

SAN FRANCISCO INTERNATIONAL AIRPORT
SAN FRANCISCO, CALIFORNIA 94128

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of the Minutes
Airports Commission

June 2, 1992

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Minutes
of the
Airports Commission Meeting

June 2, 1992

A. CALL TO ORDER:

The regular meeting of the Airports Commission was called to order at 9:00 A.M. in Room 282, City Hall, San Francisco, Ca.

* * *

B. ROLL CALL:

Present: Patrick A. Murphy, President
J. Stanley Mattison, Vice President
L. Andrew Jeanpierre
James K. Ho

* * *

C. ADOPTION OF MINUTES:

The minutes of the regular meeting of May 19, 1992 were adopted by order of the Commission President.

No. 92-0165

* * *

D. ITEMS INITIATED BY COMMISSIONERS:

Commissioner Murphy reminded Mr. Turpen that he requested an estimate of the cost of the through-the-terminal and on to the South route for BART.

* * *

E. POLICY:

Item no. 1 was adopted unanimously.

1. Reimbursement Policy for Airlines Required to Move to the New International Terminal

No. 92-0166

Mr. Turpen said this item sets forth a policy to reimburse airlines as part of the Airport-wide relocation, particularly with respect to international carriers. This policy has been discussed and debated with the international carriers for at least two years. It comes to the Commission as an agreed-upon procedure and methodology for relocation.

Commissioner Mattison noted that it has a retroactive January 1, 1991 date. He asked if staff had a ballpark cost.

Ms. Angela Gittens, Deputy Director for Business and Finance, said that the Commission has acknowledged two requests thus far. One was for the Foreign Flag Corporation for \$400,000 and the other was for Japan Airlines.

Mr. Turpen said that those were Commission actions with a recognition of this policy.

Commissioner Murphy noted that this was operative if, and only if, there is a new International Terminal.

Mr. Turpen responded that that was correct.

* * *

F. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:

Items no. 2 was adopted unanimously.

2. Noise Insulation Funding for South San Francisco

No. 92-0167 Resolution committing \$870,000 for noise insulation in So. San Francisco.

Mr. Turpen explained that this item continues the insulation program begun by the Commission some years ago. This sum is based on two amounts ... about \$250,000 is for home insulation in So. San Francisco, the remaining sum is for the high school facilities. This is part of the continuing Federal program which provides 80% of the funds with 20% Airport match.

Commissioner Mattison asked if these were budget estimates.

Mr. Turpen responded that this was the actual amount requested by So. San Francisco. He said that 1993/94 would be the impact years for these dollars.

Item no. 3 was adopted unanimously as amended.

3. Lease of a Portion of Plot 1 to United Airlines, Inc.

No. 92-0169 Resolution approving the lease for approximately 10.9 acres of Plot 1 to United Airlines, Inc.

Mr. Turpen explained that Plot 1 is a former Pan Am leasehold adjacent to the Airport Hilton. It was acquired by United Airlines as part of their acquisition of the Pan Am/London routes. The lease expired and United has expressed an interest in continuing on the leasehold. The lease before the Commission is for four months and would then continue on a month-to-month basis to leave the Airport's options open as we move into the planning cycle. United has not yet negotiated the lease. They have expressed some concern about the term and other issues.

Mr. Turpen asked the Commission to authorize him to execute this lease only if United provides an executed copy by June 15.

Commissioner Mattison asked how the negotiations for Plots 4 and 5 went and how they tied into this.

Mr. Turpen responded that all negotiations are on hold. Plot 4, 5 and 6 leases expire November 30, 1993. Looking at United's requirements for replacement facilities it would appear that there is very little value in that land for the Airport in advance of that date. United has agreed, informally, to put negotiations on hold and instead concentrate on the phasing and turn over on a case by case basis in order to meet the deadlines that would be appropriate to their replacement facilities. He said this one would be taken care of as is but we will not get into a combined package because there is so little value left in any of their existing leases that there would be very little the Airport could offer in the way of consideration.

Commissioner Mattison assumed that United was well aware of the phase requirements.

Mr. Turpen said United is well aware of the phasing requirements and they are in constant contact with our planning people as well. He does not think there is any lack of communication between the two groups. We are clearly committed to taking care of their needs. We want them to continue as an efficient operation from a passenger services standpoint.

Commissioner Mattison asked if United has conceded the point of law on the option renewal.

Mr. Turpen responded that United has agreed to sign a new lease.

Mr. Turpen asked that the resolution be amended by changing the date to close of business June 15.

Item nos. 4 through 7 were adopted unanimously.

4. Modification of Financial Advisor Contract

No. 92-0170

Modification of contract with Lazard Freres & Co. and Grigsby Brandford & Co.

Ms. Gittens explained that in anticipation of the EIR being certified and the master plan itself being approved in the next couple of months, we are trying to get a jump on the financing of items, the first being to authorize additional funds for the financial advisors and extending their term.

Ms. Gittens said she is very pleased with the output, cooperation and results of the current financial advisory team and would like to continue.

Commissioner Murphy asked what happens if we don't proceed with the master plan. He said he was not suggesting that that was where he was.

Mr. Turpen responded that the fees are demand driven. This also includes a refunding.

5. Additions to the Five-Year Capital Projects Plan

No. 92-0171

Resolution approving the addition of two communications projects to the Five-Year Capital Projects Plan.

Mr. Turpen explained that pursuant to the Airline Lease and Use Agreement the airlines approved a PBX upgrade and fibre optic cable network at their May 6 Airport-Airline Affairs Committee meeting.

Commissioner Mattison asked if the initial installation and engineering was a pilot test of this system and if this is now the full-blown installation.

Mr. Dennis Boury, Deputy Direction of Facilities Operations and Maintenance responded that this is not full-blown but simply a gap between the Airport and tenant's pilot projects to see if they will work better. Concurrent with this the Airport is preparing the RFP for telecommunications study. As a result of that we will then have a full-blown fibre optic network.

Commissioner Mattison noted that the pay-back analysis looked pretty good. It looks like smart money.

Item nos. 6 and 7 were called together and adopted unanimously.

6. Contract No. 3040
Remediations and Improvements 1991-92 - Type II Modification

No. 92-0172	Resolution to increase the contract amount by \$250,000.00 for Type II Modification.
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Mr. Turpen said that this is a continuation of an existing contract to increase the amount. This contract is used to analyze Airport environmental conditions, particularly with tenant relocations and tenant terminations. The Airport has had a long-standing policy of not getting into long term leases. We are coming to the end of a number of leases, the most recent one being Plot 1. As part of the Airport's Tenant Improvement Guide we require that all sites be environmentally evaluated and remediated. This contract continues that work. He said that because of the number of sites that will be coming up, this item and agenda item No. 7, which is an RFP for a future follow on a standing contract to have expertise available as these leases expire, should be approved.

Commissioner Mattison asked Mr. Turpen if it was his view that United has assumed Pan Am's liability in this regard.

Mr. Turpen responded that it is.

Commissioner Mattison asked if it was United's view as well.

Mr. Turpen responded that he was not certain but it was clearly the view when they acquired the site. That was one of the questions we had at the time. It is our view that United has the responsibility. Much of this is a question of timeliness. Before releasing a site to another tenant we want to ensure that problems are addressed.

Mr. Turpen said that as there are several long term leases coming up it is appropriate to have this type of capability on board.

7. Professional Services - Site History, Analysis and Remediation

No. 92-0173	Proposal for services regarding site history, analysis and remediation plans for Airport construction site.
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* * *

G. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

Item nos. 8 through 13 were adopted unanimously.

8. Seismic Safety Retrofit Program

No. 92-0174 Resolution authorizing the Director to enter into agreement with the Department of Transportation, State of California, for the State's Seismic Safety Program.

9. Approval of Assignment of Public Lockers and Over-the-Counter Lease between Amlock, Inc. and Smarte Carte, Inc.

No. 92-0175

10. Bid Call - Contract 3151
Tunnels "A" and "C" Leakage Repair

No. 92-0176 Resolution approving the scope, budget and schedule for Contract No. 3151 and authorizing the Director of Airports to call for bids when ready.

11. Modification of Contract No. 2202
Water Quality Control Plants Sludge Beds

No. 92-0177 Resolution approving the adoption of Type 11 Modifications to Contract No. 2202 in the amount of \$37,810.00.

12. Travel/Training - Fiscal Year 1991/92

No. 92-0178

13. Resolution Ratifying Personnel Actions

No. 92-0179 Resolution, in accordance with the requirements of San Francisco City Charter Section 3.501, ratifying and approving certain personnel actions taken by the Director of Airports.

* * *

H. PUBLIC HEARING:

The public hearing was convened at 9:15 AM and recessed at 9:17 AM, there being no requests to speak from the public. The public hearing was continued to the June 16, 1992 Airports Commission meeting.

14. Amendments and Additions to the Airports Rules and Regulations
Including Changes to the Permit Regulations Governing Limousine
Operations

Commissioner Murphy said he received a letter from the United Taxicab Workers requesting the hearing be continued. He said he would like to honor that request with one caveat ... those who have attended the meeting today to address the Commission should be allowed to do so but the public hearing would be carried over to the next meeting to give the United Taxicab Workers, as well as anyone else, additional time to prepare.

Mr. Turpen agreed.

Commissioner Murphy said he has not received any requests to speak on this matter.

The hearing was continued to the June 16, 1992 meeting.

* * *

I. CORRESPONDENCE:

There was no discussion by the Commission.

* * *

J. NEW BUSINESS:

The following is a verbatim transcript of the discussion.

COMMISSIONER MURPHY: We have some speakers on the New Business. I will take the slips in the order I received them. Mr. Brad Kerwin.

MR. BRAD KERWIN: Mr. Chairman, members of the Commission, I am Brad Kerwin. I'm here today representing the City of Brisbane. I am also the Vice Chair of the Airport Land Use Committee in San Mateo County. I have with me Chris Pallas, Councilmember from San Bruno, Janet Fogarty, Councilmember from Millbrae and Mike Nevin who is a Councilmember from Daly City, the largest City in San Mateo County.

COMMISSIONER MURPHY: Mr. Kerwin, a quick question. Representing the City of Brisbane, what is your function? Are you a Councilman or Mayor?

MR. KERWIN: I'm the Mayor.

COMMISSIONER MURPHY: Mayor. Okay.

MR. TURPEN: Mr. Kerwin, if you could use the microphone. If would be helpful so the audience could hear you as well. Thank you.

MR. KERWIN: The Peninsula cities have expressed deep concern about the adverse environmental effects of Airport expansion without proper mitigation. The San Francisco Planning Commission, in failing to meet its obligations under law when it certified the deficient EIR as complete did

neither your Commission, the Airport expansion project nor our communities any favors. It is important for you to understand that none of us opposes the expansion of the Airport if it is done properly. Let me repeat that. It is important for you to understand we do not oppose the expansion of the Airport if it is done properly. We just want you to do it correctly by providing the same types of mitigation for adverse impacts that you would be required to if your site was located in San Francisco and you were a private developer.

The EIR that was certified by the Planning Commission is complete, while being verbose, avoided serious discussion of major problems and permitted your Commission, the developer in this case, to escape such a standard of equity. It is also important for you to know that to date our concerns have been responded to only with vague statements that your Commission will discuss mitigation proposals.

We request that this Commission establish and publicize a series of public meetings at convenient times and places for Peninsula citizens to provide their analysis and proposals to this Commission. Specifically, one, Commission should schedule four more meetings in locations convenient for public access and participation. Examples of good location are the Millbrae City Council Chambers, So. San Francisco Municipal Services Building and San Bruno City Hall. Both of these latter two locations are especially good because they both have cable television so the meetings could be broadcast in those communities, which, by the way, are two of the most significantly noise impacted communities on the Peninsula.

Meetings should not be held in San Francisco or at the Airport to be convenient to Airport staff but in the communities that will suffer any adverse impacts if you fail to mitigate properly. Both afternoon and evening sessions should be scheduled.

Two, San Francisco Airports Commission staff and consultants should describe the Commission's proposals. Each meeting should focus on a previously announced list of topics, although not be limited to those topics for public statements.

Three, the Airports Commission should make its experts, examples ESA and and various consultants, available for consultation. We propose that these experts work with appropriate staff and/or consultants of the San Mateo County communities.

Four, the meetings, times, places and topics should be planned in consultation with Peninsula cities and published at least one week in advance of being held. Final action should be taken only after the Commission's consultants and the Commission members have had sufficient time to review all public proposals and provide adequate mitigation.

Thank you.

COMMISSIONER MURPHY: Mr. Kerwin, could I ask you a question or two?

MR. KERWIN: Sure.

COMMISSIONER MURPHY: You said "no one opposes if done properly." I take it your talking about a process driven thing there, having these public meetings. Is that what your talking about?

MR. KERWIN: Well, the specifics in the four points there are specifically about the meetings that we understand your Commission is now proposing to have. The ball's in your court. The Planning Commission muffed it and you got to make it right if it's going to be made right. That's what it amounts to.

COMMISSIONER MURPHY: Well, I'm a little puzzled by what you mean "make right." What do you have in mind?

MR. KERWIN: The mitigations in the areas primarily of noise, traffic congestion and housing which we don't believe were adequately addressed.

COMMISSIONER MATTISON: Is the format and nature of the meetings that we propose to have a source of contention? I think we were talking about three public meetings.

MR. KERWIN: Well, I'm not sure that the world knows other than there are some dates out there about locations, times and places. The detail isn't out. What's going to be on the agendas, that's not out. Hence the recommendations since it isn't out that this is the way we think it would be most appropriate to have the most effectiveness.

COMMISSIONER MURPHY: It would be helpful if we could have a letter from you.

MR. KERWIN: I have copies of this (see attached.)

COMMISSIONER MURPHY: I'm puzzled by one thing. The implication of what you say is this EIR was certified without any public meetings on the Peninsula. Is that so?

MR. TURPEN: No.

MR. KERWIN: No. The EIR process is a long process.

COMMISSIONER MURPHY: Tell me all about it.

MR. KERWIN: I'm not sure you want to know all about it. It's a long process and we did have an opportunity to comment during the comment period, which was actually extended beyond the statutory requirement. The comment period ended I believe it was back in October. The comments then, CEQA requires that the comments be responded to. The responses came out in a document that you wouldn't want to drop on your foot because it's so thick and those were released on the 7th. Most of us received them on the 11th with a scheduled certification date of the 21st which is pretty short time for people to even understand what's in the material. The cities of San Mateo County specifically asked the Planning Commission for a reasonable period of time to at least digest the material. That was not granted. They did do a one week continuance because a couple of the Planning Commissioners had questions they wanted to ask staff and they did do a one week continuance. The Planning Commission asked no questions, certainly in public. That's the first time I've ever seen a Planning Commission that didn't have a question, but none of them had any questions and certified the thing unanimously on the 28th. So, it is now behind us and it's too bad because there are some deficiencies in it.

COMMISSIONER MATTISON: Is it possible, I mean given the fact that we are dealing with about 1,500 pages of material and two or three years of process.

MR. KERWIN: Light reading.

COMMISSIONER MATTISON: Right. Can we kind of at least summarize the gross deficiencies, because I'm pretty impressed with the document. Clearly, we are intending to act in good faith in addressing mitigation aggressively and with the help of the community but I'm clearly very curious about any gross inadequacies that might still remain after all this effort, time and money.

MR. KERWIN: Well, I think they are primarily in the areas of housing, traffic congestion and noise.

COMMISSIONER MURPHY: What do you mean by housing? We're obligated to build housing? What?

MR. KERWIN: Well, I'm not sure what your obligation is.

COMMISSIONER MURPHY: I'm not sure what you think it is, either.

MR. KERWIN: Well, the fact is that the housing and the traffic congestion go hand in hand. If you look at the history of San Mateo County relative to the other communities to the North and the South it kind of looks like a barbell of employment with San Mateo County being a residential bar between two large employer bases, San Francisco and Santa Clara County. Now, in the 1980s there were a bunch of jobs created up and down the bar as well which compounded an existing problem of the need to import labor and that's gotten worse. Your project will make it more worse. You know what I mean. We did make some suggestions about housing. I know in San Francisco if you want to build an office building you got to do something about housing.

COMMISSIONER MURPHY: We're not a private developer though, are we.

MR. KERWIN: I know. But the private developer isn't doing it because he's a private developer, it's because of a public need. The public need doesn't change because you crossed the boundary.

COMMISSIONER MURPHY: I'm still trying to get a handle on what you'd want us to do. Frankly, Mr. Kerwin, I'm a little puzzled by some of the things you've said in the press and I'm just curious what you mean by housing. Are we supposed to build housing?

MR. KERWIN: I guess there are different ways to do that. Either provide it. One suggestion that was not addressed in the comments was the suggestion that you build housing for employees on the Airport property. You have property that might be suitable for that. That was not addressed because the conclusion of the responses was there's no housing problem in San Mateo County which is a little bit ludicrous.

COMMISSIONER MURPHY: I don't think it's as ludicrous as building housing on the Airport, but go ahead.

MR. KERWIN: Well, I don't know but that was a suggestion that was made to be evaluated and it wasn't.

COMMISSIONER MURPHY: My problem in all of this is ... you're right. We have to go through the process and have these meetings and your process driven comments are very well taken. The big three you've mentioned of noise, traffic and housing ... noise I guess I kind of lose my sense of humor about after what at least I've been through since I've been on this Commission and trying to do some things about noise. There are people in this room, including former Mayor Fogarty who we've had dialogues with and I hope we've reached accommodations with. We've tried to be a good neighbor on that issue and everytime somebody wants to beat us up a little bit we hear about it again. We will continue to be a good neighbor on that. Never mind what happens today or on the master plan. But traffic and housing just seem ... I mean if you want one Commissioner's opinion the single best thing you could do to alleviate the traffic problem is build the Airport light rail system.

MR. KERWIN: Well, the problem ... the EIR recognizes that traffic on 101 is going to get worse. Were you a private developer you'd have to do something that. And I'm not sure what the mitigations are.

COMMISSIONER MURPHY: What would a private developer do about 101?

MR. KERWIN: I'm not quite sure what the specific ... I'm not a traffic engineer. That's why I think that it's important ... one of the suggestions here is that your staff and consultants be available for discussions with the communities professionals that understand this stuff.

COMMISSIONER MURPHY: Okay.

MR. KERWIN: The mitigations on traffic, frankly, were largely the discussion and the comments, if you will recall from San Mateo County, came through the congestion management people and Sam Trans and the Department of Public Works. They didn't come from me. I don't claim to be an expert although I do have a California driver's license and have that level of opinionation or opinion of traffic.

COMMISSIONER MURPHY: Okay. Thank you and we look forward to working with you. Feel free to come and see us at any time.

MR. KERWIN: Thank you.

COMMISSIONER MURPHY: Okay. We had three other speakers. Janet Fogarty.

MS. JANET FOGARTY: (changed tape) ... funds for our noise insulation program. We do appreciate your neighborliness and are very pleased and our residents are very pleased that you've chosen to cooperate to in this important program.

Secondly, I want to echo Mayor Kerwin's statements about the feelings of the Peninsula cities that we would very much like to have hearings in locales where the residents who are effected by noise and traffic are able to come and speak their mind to you and let you hear what their concerns are. We also, in the City of Millbrae, have been trying to pick apart the 600 and some odd pages in the document to give you specific comments and we will be putting those in writing and, of course, coming to the hearings.

I came today to offer you the use of Millbrae City Hall and anything we can

do to publicize those meetings, including broadcasting this on our cable channel. We would be happy to do that. Ask that you have your hearings at locations and at times when people can easily reach them by public transportation so that those who do not have a driver's license have a way to get to those meetings. We also are very concerned with the fact that the Planning Commission has certified a document that we feel is deficient in its addressing of mitigation measures and so I would ask ... besides what Brad has asked you for, that you add one more point to your list of procedural items and that would be that when the Commission has heard public testimony, decided on a proposed course of conduct that you make that public to us with sufficient time that we could come and address you on your final decision in that matter so that we'll have some opportunity to discuss it among our jurisdictions and present a case to you, if that's possible, at the 11th hour should we feel that there is some disagreement.

COMMISSIONER MURPHY: Just one question, Ms. Fogarty. I'm puzzled. Did your group not participate in the hearings on the EIR?

MS. FOGARTY: Actually, Commissioner Murphy, if you go through the document you'll see my name there quite a bit.

COMMISSIONER MURPHY: That's what I thought. I've read it line for line.

MS. FOGARTY: We're just concerned that the response to those comments does not recognize a responsibility beyond the Airport property for the problems that are caused and we would like to comment on that in detail. At this time I would not like to comment on that in detail. I don't have my notes in front of me and there were many, many pages of items, but we would be happy to provide that to you when you have your public hearings.

Thank you.

COMMISSIONER MURPHY: Chris Pallas

MR. CHRIS PALLAS: Good morning. I'm Chris Pallas, a member of the City Council of the City of San Bruno. I believe this is the first time that I can think of that anyone from San Bruno has come before this body. And we are the most impacted city of everyone concerning the Airport. We're also called, sometimes, the Airport City. We are the hub of the County. If you go to the Airport from the North, you through San Bruno. You come to the Airport from the South, you go through San Bruno. We are very, very much impacted by the Airport and we are very much concerned about this EIR that was passed by the Planning Commission. I just glanced through it. In fact, I haven't even got a copy to study it. Our city got one copy. The Planning Director has it. I had him write a letter picking out certain things in it that we found inadequate, not taking certain concerns that effect San Bruno. For instance, the traffic, the increase in air pollution. We are in a sphere of influence to the Airport. What services are we going to have to maybe perform in emergencies to the Airport if there is a disaster ... Police, Fire Department. Who pays for it? And, we feel there are many, many questions to this that we would like to invite you to come to our City and listen to us. In other words, we have many people in San Bruno, as Mr. Turpen knows, who come to the Roundtable ... I'm also a member of the Roundtable ... who are very concerned about the Airport. It's expansion. Let's face it, the Airport is not going to go away. It's going to stay here. We need it. But how are we going to use it? If it effects us, how do we learn to live with it? But I want you to come to us, listen to us, feel us, what do we have on our minds. By staying here it is hard for us to come to you. Let's face that. And,

we don't want to cause problems. Like BART is coming through. We feel they're trying to ram something down our throats. We don't like it. And, we maybe going to Court suing. Now, anybody can sue. We could even sue the Airport. You can sue for anything. But we don't want these kind of things. We something to go smoothly for the benefit of all. So I hope you will come to San Bruno. We have cable. You'll get good exposure. And listen to us and see what we feel about the whole thing.

COMMISSIONER MURPHY: Okay. Just one observation. From some of the things you've described a pre-meeting of some of your City administrators with Airport staff might be appropriate because you've raised some questions that are a little different. Disaster preparedness and that sort of thing. I believe that SFO is second to none in airport disaster preparation. We've won a lot of awards for that and I think we probably ought to visit with you about that issue and make sure that we all understand that because I don't think that's the kind of issue that is particularly germane to a public hearing, though you're certainly welcome to have it brought up.

MR. PALLAS: Well, this is probably ...

COMMISSIONER MURPHY: I'm not trying to foreclose any issue. I'm just trying to move the debate along.

MR. PALLAS: Sure. But this ... I just happened to pick out one, there are many, many. As you know there have been times where we've had problems at the Airport and you needed services and so on. We're human. We're not perfect. Things could happen. But in the mean time how is San Bruno going to be effected by all this traffic? Is San Bruno going to turn into a parking lot for the Airport? BART wants to put in a parking lot for 2,400 cars at one end of the city and at the other end another parking lot for 650 cars, which is only the beginning. What about the air pollution, air quality and so on? There are many things I think we have to take into consideration because the Airport expansion is not a small one. You're talking about going from 32,000,000 passengers to 50,000,000. That's quite a jump and we're right in the middle of the whole thing. There's no other city as close to the Airport as San Bruno and we're very concerned.

COMMISSIONER MURPHY: Thank you. Mike Nevin.

MR. MIKE NEVIN: Thank you, very much. Thank you for the opportunity to be here and make whatever comments. As a former Mayor and Councilman of Daly City I appear here this morning, but also as a candidate on the ballot today for the Board of Supervisors of San Mateo County. I just wanted to join this group in letting you know, first of all, how sensitive we all feel, as you do too, this Airport expansion is in general. And I come in a spirit of politics of inclusion and if by chance my role in the County should change today by an election to that Board of Supervisors I look forward to working with this body, the City of San Francisco, that have been a part of and been working for for the past 27 years in the spirit of cooperation so that all of these things that impact all of us ... it's a win win for San Francisco County and San Mateo County at the same time.

Thanks for having me here.

COMMISSIONER MURPHY: Anybody else who wants to speak on this issue. Is there any other new business?

Okay. At this time the Airports Commission will go into closed session in accordance with Government Code Section 54956 9(b)(1) to discuss possible

litigation regarding the EIR and the Water Quality Control Board, and, Section 54957 to discuss personnel matters.

MR. TURPEN: Ladies and gentlemen, thank you very much for attending. This concludes the public portion of the Airports Commission meeting. As Commission President Murphy said the Commission will be going into closed session to confer with counsel and I'd ask members of the public to excuse themselves at this time. Thank you.

* * *

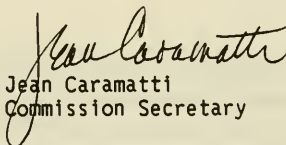
K. CLOSED SESSION:

The Airports Commission will go into closed session in accordance with Government Code Section 54956.9(b)(1) to discuss possible litigation regarding the Airport EIR and the Water Quality Control Board, and, Section 54957 to discuss personnel matters.

* * *

L. ADJOURNMENT:

There being no further calendared business before the Commission the meeting adjourned at 9:40 AM to go into closed session.


Jean Caramatti
Commission Secretary

RE: Public meetings for discussion of mitigation proposals for Airport Expansion

Chairman Murphy and members of the Commission:

The peninsula cities have expressed deep concern about the adverse environmental effects of airport expansion without proper mitigation. The San Francisco Planning Commission, in failing to meet its obligations under law when it certified the deficient EIR as complete, did neither your Commission, the Airport Expansion Project, nor our communities any favors.

It is important for you to understand that none of us opposes the expansion of the airport if it is done properly. We just want you to do it correctly by providing the same types of mitigation for adverse impacts that you would be required to if your site was located in San Francisco and you were a private developer. The EIR that was certified by the San Francisco Planning Commission as complete, while verbose, avoided serious discussion of major problems and permitted your Commission, the developer in this case, to escape such a standard of equity.

It is also important for you to know that, to date, our concerns have been responded to only with vague statements that this Commission will discuss mitigation proposals. We request that this Commission establish and publicize a series of public meetings, at convenient times and places, for the peninsula citizens to provide their analysis and proposals to this Commission.

In particular:

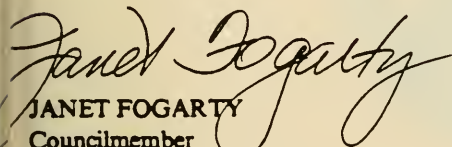
1. The Commission should schedule four or more meetings, in locations convenient for public access and participation. Examples of good locations are the Millbrae City Council Chambers, South San Francisco Municipal Services Building and San Bruno City Hall. Both of these last two locations are especially good because they both have Cable TV so the meetings could be broadcast in those communities. Meetings should not be held in San Francisco or at the Airport to be convenient to Airport staff, but in the communities that will suffer any adverse impacts you fail to mitigate properly. Both afternoon and evening sessions should be scheduled.

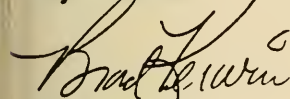
2. SFAC staff and consultants should describe the Commission's proposals. Each meeting should focus on a previously announced list of topics, although not be limited to those topics for public statements.

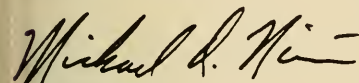
3. The Airports Commission should make its experts (ESA and consultants) available for consultation. We propose that these experts work with appropriate staff and/or consultants of San Mateo County communities.

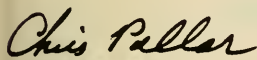
4. The meetings (times, places, and topics) should be planned in consultation with peninsula cities and published at least one week in advance of being held. Final action should be taken only after the Commission's consultants and the Commission members have had sufficient time to review all public proposals and provide adequate mitigation.

Very truly yours,


JANET FOGARTY
Councilmember
City of Millbrae


BRAD KERWIN
Mayor
City of Brisbane


MIKE NEVIN
Councilmember
City of Daly City


CHIS PALAS
Councilmember
City of San Bruno

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SAN FRANCISCO AIRPORTS COMMISSION



MINUTES

JUNE 16, 1992

DOCUMENTS DEPT.

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SAN FRANCISCO INTERNATIONAL AIRPORT
SAN FRANCISCO, CALIFORNIA 94128

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of the Minutes
Airports Commission

June 16, 1992

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Minutes
of the
Airports Commission Meeting

June 16, 1992

A court reporter's transcript of this meeting is available upon request.

A. CALL TO ORDER:

The regular meeting of the Airports Commission was called to order at 9:00 A.M. in Room 282, City Hall, San Francisco, Ca.

* * *

B. ROLL CALL:

Present: Patrick A. Murphy, President
J. Stanley Mattison, Vice President
L. Andrew Jeanpierre
James K. Ho

* * *

C. ADOPTION OF MINUTES:

The minutes of the regular meeting of June 2, 1992 were adopted by order of the Commission President.

No. 92-0180

* * *

D. DIRECTOR'S REPORTS:

1. Master Plan Public Workshops - Verbal Report

* * *

E. ITEMS INITIATED BY COMMISSIONERS:

2. Response to Commission Inquiry on the Full Cost of an Internal BART Alignment - Verbal Report

* * *

F. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:

Item nos. 3 through 9 were adopted unanimously.

3. Host International, Inc. Food and Beverage Lease - Sublessee Approval Request

No. 92-0181

Resolution considering subleases for Phase I of the Host International Food and Beverage Lease.

4. Authorization for Pre-Bid Conference
Boarding Area "E" Principal Concession Retail Lease

No. 92-0182

Commissioner Mattison was recused from voting on this item.

5. Award of Contract No. 1723B
Firehouse No. 2 Replacement Project - Professional Services

No. 92-0183

Resolution awarding Contract 1723B to Group 4/Architecture, Research & Planning in the amount of \$216,000.

6. Selection of Annual Report Contractor

No. 92-0184

Resolution awarding contract to Morla Design to produce the Airport's 1992 Annual Report.

7. Request for Proposal for an Airport Medical Examiner

No. 92-0185

Authorize extension of current contract with Readicare - California Industrial Medical Clinics, Inc. & Issue RFP for Airport Medical Examiner.

8. Action re Service Employees International Union Local No. 1877 v. American Building Maintenance Co./Ampco Parking Co.

No. 92-0186

Resolution transmitting, pursuant to S.F. Administrative Code Section 6.1-3(c) a request for prevailing wage determination.

9. Protocol Officer Contract

No. 92-0187

Resolution authorizing award of a contract for Protocol Officer services.

* * *

G. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

Item nos. 10 through 18 were adopted unanimously.

10. Authorization for Award of Shoeshine Stands Lease in the South Terminal Building

No. 92-0188

Resolution approving award of Lease of Shoeshine Stands in the South Terminal Building to Shoe Shine Unlimited, Inc.

11. Modification No. 1 - Plot 20 - Lease No. 77-0202
San Francisco Community College
No. 92-0189 Modify S.F. Community College Lease No. 77-0202 relinquishing approximately 3,500 sq. ft. to the Airport and approve rental credit to United Airlines for Airport electrical work.
12. Modification No. 11 of Contract with Morrison and Foerster
No. 92-0190
13. Type II Modification - Contract No. 2328
Airport Industrial Waste System Improvements
No. 92-0191
14. Professional Services Agreement - Water Testing and Analysis
No. 92-0192 Resolution to approve hiring Sequoia Analytical to provide professional testing services - \$70,000.
15. Bid Call - Contract No. 3144
Airport Underground Utilities - Repairs
No. 92-0193 Resolution approving the scope, budget and schedule for Airport Contract No. 3144 and authorizing the Director of Airports to call for bids when ready.
16. Bid Call - Contract No. 3143
Airfield Access Control
No. 92-0194 Resolution approving the scope, budget and schedule for Airport Contract No. 3143 and authorizing the Director of Airports to call for bids when ready.
17. Bid Call - Contract No. 2349C
Conversion of Two Restrooms for the Disabled - Engineering Building
No. 92-0195 Resolution approving the scope, budget, and schedule for Airport Contract No. 2349C and authorizing the Director of Airports to call for bids when ready.
18. Approval of Claims Settlement
No. 92-0196 Resolution approving the settlement of claims not exceeding \$5,000 for the period October 1991 to March 1992.
Total Claims: \$4,535.32

* * *

H. PUBLIC HEARING:

The public hearing on Item No. 19 was convened at 10:08 AM and adjourned at 10:10 AM, there being no further comments from the public.

19. Amendments and Additions to Airport's Rules and Regulations Including Changes to the Permit Regulations Governing Limousine Operations

The public hearing was convened at 10:10 AM and adjourned at 10:12 AM, there being no further comments from the public.

20. Hearing to Amend Noise Abatement Regulation

Amending Noise Abatement Regulation in Response to Q-707 Decision.

The public hearing was convened at 10:13 AM and adjourned at 10:55 AM, there being no further comments from the public.

21. Hearing on the Airport Master Plan

* * *

I. NEW BUSINESS:

Dr. Nancy Jewel-Cross suggested that calendars be printed on 8-1/2x11 paper.

* * *

J. CORRESPONDENCE:

There was no discussion by the Commission.

* * *

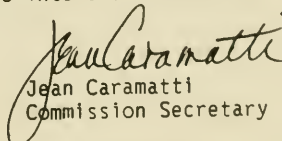
K. CLOSED SESSION:

The Airports Commission will go into closed session in accordance with Government Code Section 54956.9(b)(1) to discuss the settlement of a claim for Carol S. Sitzenstatter.

* * *

L. ADJOURNMENT:

There being no further calendared business before the Commission the meeting adjourned at 10:55 AM to go into closed session.


Jean Caramatti
Commission Secretary

Airport Commissioners of San Francisco International Airport, June 16, 1992
Jessie Braker - 317 San Pablo Ave., Millbrae, CA. 94030
P.H. Airport Master Plan DEIR

Dear Airport Commissioners,

I spoke at the P.H. at the Planning Commission level and have noted many of the changes they made for which I wish to "Thank Them!"

I feel most people regret there is seemingly a need for expanding the airport and hope it will be kept to the minimum limit deemed necessary and that businesses in San Francisco and San Mateo Counties should quit actively pursuing more trade from foreign countries and far away places! (This is part of cause for need of Airport Expansion.)

Since a great many people are out of work in this Bay Area and Housing is so scarce and so expensive, many residents feel that in their opinion, at least 75% of Construction Workers and Airport workers being hired must be specifically specified to be hired only if they live in the Bay Area, ^{close to Airport} in order to furnish work, and for them to live in homes they already occupy in Bay Area within commuting distance. This would be a mitigating action in keeping with controlling of Air Pollution and Traffic Congestion to minimum possible.

Encourage use of Oil and Fuel Freighter ships to deliver fuel, also ships for delivering freight right to the Airport rather than to downtown docks where it would then have to be delivered to the Airport by Truck. The new Terminal by Seaport (Bayside) should accommodate them as well as Ferry Boats filled with Passengers from San Francisco, Oakland and East Bay as Mitigation Action to keep Air Pollution down and lessen Traffic congestion and bad Traffic Accidents. By having frequent delivery of fuel by ships it could cut down on underground storage needs, thus eliminating more ground contamination of soils by leakage. (Continued on page 2)

2
The City of San Francisco has many Parks and Green Open Space
with lots of trees! — This large airport does not!

The Vacant Airport Lands West of Bayshore Freeway should have
many trees planted there to Clean and help Purify the air and
help clear out the Poisonous Carbon Dioxide Gas from the
congested Roadways leading to airport and ^{from} the airport Diesel Fumes
as well as helping screen out Noise Penetration to a great extent,
and helping to provide Oxygen needed in such an area for
existing Home areas!, along with the Sound Insulation Program.
The Vacant Land itself helps to prevent noise deflecting from
pavement and buildings to other areas and also preserves important
Storm Run-off Drainage areas. These Vacant lands are very
important for the airport to keep as lands to be used only
for needed Airport use in the Future and as needed
Buffer lands between airport and surrounding Cities, with
as much Open Space as possible retained.

Thank you for the opportunity to express my ~~opinions~~
on a few subjects regarding these Airport Mitigation Possibilities.

Sincerely submitted
Mrs. Jessie Bracker

request copies be sent to Airport Commissions re: BART info
re: AA-DEIS-DEIR BART STUDY to Airport (CALIF. RAIN June 16, 1980 P.H.)
re: Jessie Bracker (CITIZEN of MILLBRAE)
(Copy sent to City Council of Millbrae)
317 San Pablo Ave.
Millbrae, CA 94030
April 20, 1992

Mr. Chris Brittle
Project Manager M.T.C.
Metro Center
01 Eighth St.
Oakland CA 94609-4700

Dear Chris Brittle,

In regard to Alternative No. 6 - If the end of the line station of Alt. 6 could be the U.A.S. Airport BART Station, it is my belief it would be the best airport BART station location possible from every standpoint except that it wouldn't be located at the airport terminal itself, but since Mr. Turpin says there might be structural damage to the terminal Bldgs. or airport garage during construction if it were to be built under the garage, this would be my next choice for BART because — 1. - It would be one less station to pay for!

Please note below:
"Caltrain" is my personal route. It is for alternative B!
no BART extension past Colma is cost effective nor environmentally wise! Caltrain is best and Caltrain is feasible.

2. - In my opinion, it and the San Francisco Station could handle the largest amount of people taking them to where the most amount of people would need to go in the amount of time and with a long-time parking area for airport already in place adjoining the planned airport People Mover!

continued on page 2

2
It would be only half of the distance from Sanbrun that Alt. 5 would have to go toward the External Station, and the new San Bruno Caltrain Station could be placed as near as possible to Sanbrun Bart Station for that connecting Caltrain-Bart linkage.

The tailtrack turn around facility tracks could gradually rise to "retained cut" and then possibly to "at grade" at back of proposed new Post Office Area alongside Runways 28 path or under it. Perhaps BART/SAMTRANS could get a contract to haul mail and small packages on each train (to be loaded there)! ^(would)

A U.A.L./Airport Station for BART (~~combined~~ ^{would} be located "at the Airport" and would eliminate a great many concerns, problems and costs, by just eliminating the last station on alt. 6 for Cost Effectiveness!

It would eliminate — 1. — Problems of ~~of~~ concern of so many adversely affected homes and businesses along the other proposed alternatives, to External Station. — 2 — The Access Freeway Off Ramps and Road and Caltrain Station in field by R. R. Trucks would no longer be needed. —

3. — A very short length of road would need to be built to the Station as a Right Hand Turnoff of San Bruno Ave. (going East off the 101 Freeway, San Bruno Ave. Overpass) direct to the Bart Station, for "Kiss and ride drop off or to park in Airports long established, Long Term Parking, which is right there, thereby eliminating the need for a BART PARKING GARAGE. (Otherwise if people do ride Transit, the lot would be half empty) therefore the Airport could make money from the parking of those who won't ride Transit. The costs of the Airport's People Mover would be less because it would no longer need to go across Freeway.

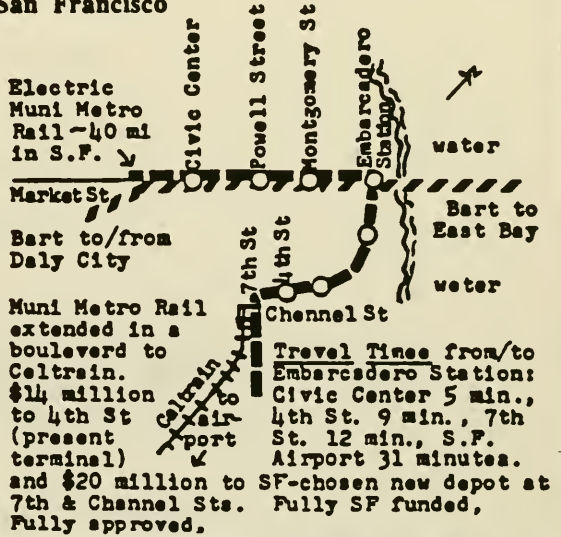
- 4 - Almost all Environmental concerns south of the Highway 380 would be eliminated — including the use of Flood Hazard Open Space, Endangered Species Lands; Center St. Bart Station Access, Safety, Health and Welfare of School Children and Local Traffic Concerns; and Sound Walls, extra Landscaping, filling of land alongside R.R. Tracks, changing of Drainage and addition of Storm Water.

Sincerely Submitted,
Jessie Bracker

New Direction. New Opportunities.

RAIL TRANSPORT TO S.F. INTERNATIONAL AIRPORT

BART, CALTRAIN, AND TROLRIES JOINED! In San Francisco



*CALTRAIN AIRPORT STATION NOW!

A little house, 24-hours lighted, no cars parking--only airport shuttle-buses frequently connecting over 101 ramps.

Save carparking fees, fines, hazards.

Can be operational in a few months without federal/state funds or new local taxes. Cost: \$1,000,000, estimated.

What about the people mover? S. F. Airport offers to Caltrain at Millbrae opposite the main entrance a new Caltrain Airport Station and a people mover to the terminals and maintenance base connected, on its own land and entirely at the expense of the airport, and a free shuttle bus meeting every Caltrain in the interim until the people mover is operating!

Flexible electric mini-train ("people mover") is included in Alt. #1!

For air quality, transport efficiency, popularity, economy, and fiscal practicality, well-informed people are saying:



Meet the Issues and
Get the Answers

Choose the Best!

... Get the Best!

What is the best?

Caltrain, not Bart, in San Mateo County, with Caltrain Airport Station opposite the main entrance to the Airport. Caltrain will connect ground level with Muni Metro electric light rail train in S.F. at 7th & Channel aquatic park. 12 minutes train ride to Embarcadero Bart/cable car. 31 minutes train travel from Market St to S.F. Airport using Muni Metro Rail & Caltrain!

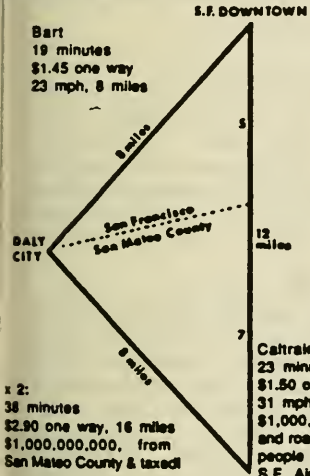
How can we have this?

Speak up for Alternative 1 -

Caltrain, No Build Bart

Reject all the Bart scenarios:

Alternatives 2A, 2B, 3, & 4.



Average velocities:
Bart - 32 mph, Caltrain 40 mph.

1/10/90 revised 3/10/91

CLEAN AIR TRANSPORT SYSTEMS

Association of Civic Shareholders
Transportation and Air Status Solutions
Dr. Nancy Jewell Cross, Chief Executive Officer
(415) 854-6882 : 301 Vine Street
Menlo Park, California 94025

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June 16, 1992

Mr. Patrick Murphy, President
and Members of the Airports Commission
Airports Commission
San Francisco International Airport
Main Terminal, 5th Floor
San Francisco, CA 94128

Re: Commission Action on Master Plan for SFIA and
Adoption of Mitigation for Environmental Impact
Report for Airport Expansion
Public Hearing: June 16, 1992

Dear President Murphy
and Members of the Airports Commission:

This office represents The Koll Company, the developer of Koll Center Sierra Point, substantial acreage located east of U.S. Highway 101 in the Cities of South San Francisco and Brisbane. The purpose of this letter is to request that the Airports Commission adopt appropriate mitigation for certain environmental impacts identified in the Environmental Impact Report (EIR) for the proposed expansion at San Francisco International Airport.

As you know, the EIR for the expansion was recently certified as final by the San Francisco City Planning Commission. Koll believes that the EIR identified several significant environmental impacts likely to occur as a result of the expansion, for example, impacts on traffic, noise, and housing. (See the attached letter from Koll's counsel to the City Planning Commission of May 20, 1992, which addresses these issues in detail.) Koll's attached comments on the EIR point out the absence of mitigation measures which the Airports Commission now has an opportunity to address.

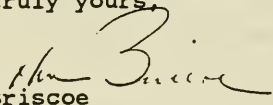
Koll asks that the Commission address mitigation measures for housing, noise and traffic impacts expected from the expansion as part of the Master Plan process. Koll would be happy to work with the Commission to identify mitigation measures

that would be appropriate. Specifically, Koll can help the Commission to address the issue of housing impacts. Koll proposes to develop some of its acreage east of Highway 101 as high-density housing. As Koll's proposed site for this development lies outside the 65 CNEL contour area and as the contour area is expected to shrink in the future, the site is suitable for residential development under federal, state and local noise criteria.

As part of this development, Koll would be happy to work with the Commission to devise a strategy that would ensure that Koll's proposed development would be compatible with the airport's long-term goals. A successful Memorandum of Understanding entered into recently between the City of San Leandro, the City of Oakland, and Citation Homes contained practical noise mitigation measures such as noise easements, noise attenuation, and disclosure statements. That agreement may provide a useful starting point for discussion between Koll and the Commission regarding noise mitigation measures that would make development of housing at Sierra Point possible.

In sum, Koll remains willing to aid the Commission in addressing mitigation measures for the airport's planned expansion. We look forward to participating jointly with the Commission in this process.

Very truly yours,


John Briscoe

Attachments

WASHBURN, BRISCOE & MCCARTHY

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May 20, 1992

Mr. Sidney Unobskey, President
and Members of the City Planning Commission
San Francisco City Planning Commission
450 McAllister Street, 6th Floor, Room 600
San Francisco, CA 94102

Re: Proposed Final EIR Certification for San Francisco
International Airport Master Plan
(Commission Agenda on May 21, 1992)

Dear President Unobskey
and Members of the City Planning Commission:

This office represents The Koll Company, the developer of Koll Center Sierra Point, developer of substantial acreage located east of U.S. Highway 101 in the Cities of South San Francisco and Brisbane. The purpose of this letter is to explain our primary concerns regarding: (1) the Draft Environmental Impact Report for the San Francisco International Airport Master Plan dated July 1991 (hereinafter, "Draft EIR"); and (2) the Draft Summary of Comments and Responses to the Environmental Impact Report dated May 7, 1992 ("C&R").

For the reasons that follow, we urge the City Planning Commission not to certify the Draft EIR as final at its hearing scheduled for May 21, 1992. Instead, as explained in detail below, we request that the Draft EIR be revised to include certain necessary mitigation measures, as well as substantial additional data and analyses. A new Draft EIR should then be recirculated for public comment.

Request for Delay: Addressing an important procedural issue first, our opportunity to review the C&R has been limited unfairly by the Department of City Planning to an insufficient amount of time. The C&R is dated May 7, 1992, yet a final certification hearing on May 21, 1992 is scheduled. The C&R for expansion of San Francisco International Airport (the "Airport") exceeds 450 pages and addresses numerous important issues. We have not had adequate time to review the C&R thoroughly, let alone analyze all of the Responses in the C&R and provide the Commission

with that analysis. In order that we and others may have a sufficient opportunity to review and analyze the C&R in depth, we have already requested by letter dated May 15, 1992 that the Commission delay the certification hearing by 60 days at a minimum.

This requested delay is fully justified. The expansion of the Airport is a significant project that will have a major impact on the entire Bay Area. From our initial brief review, the C&R appears to be wholly inadequate and does not conform to the requirements of the California Environmental Quality Act (CEQA). Therefore, the Draft EIR should not be certified as written on May 21, 1992. Substantial revisions are called for, in particular to incorporate stronger measures to mitigate adverse noise, housing, and transportation impacts, among other mitigation measures and revisions. A certification hearing on May 21 would be premature.

Consultation With Other Agencies Is Required: It is clear that there are major problems with the Draft EIR that the Commission must be prepared to remedy before certifying the EIR as final. The Commission is required under CEQA, Public Resources Code sections 21092.4 and 21153, to consult with other agencies regarding certain issues addressed in the EIR. For a project of this magnitude, this consultation requirement should not be taken lightly. It is apparent, however, from the lack of adequate mitigation measures set forth in the C&R, that the required consultation cannot have taken place for this project.

For example, Caltrans commented on the Draft EIR that "... project generated traffic should be mitigated so that LOS [Level of Service] standards on facilities identified in both San Mateo and San Francisco counties Congestion Management Plans are not adversely affected." (C&R.158.) The Airport's Response to this comment manifests a lack of consultation with Caltrans. The Response given to Caltrans' comment is inadequate, because no true mitigation measures to maintain Level Of Service standards are proposed for any of the expansion's adverse impacts on freeway congestion.

The only traffic mitigation measures proposed are relatively minor improvements to existing local intersections and monitoring of traffic on El Camino Real, and at a few major intersections near the Airport. There is no true mitigation proposed for the expected increase in volume of traffic on the freeways due to the Airport expansion. Thus, as the Commission has not responded at all to Caltrans' concerns, the Commission cannot be said to have truly consulted with Caltrans to devise an effective solution to the traffic impacts. Other Responses in the

C&R illustrate this failure to consult with appropriate agencies in a strikingly similar fashion.

Problems with the Draft EIR and C&R: Our major concerns over the Responses in the C&R stem from the lack of adequate mitigation measures set forth in the C&R, relating in particular to adverse noise, transportation and housing impacts. Because of the significance of the Airport expansion, our comments in some instances restate comments of others on the Draft EIR, particularly where we believe that the responses in the C&R to particular comments are inadequate.

A. Noise Impacts

Contrary to the assertions of the Draft EIR, it is not at all clear that the Airport expansion will not result in increased noise. The Draft EIR expects a 26% increase in total annual aircraft operations (take-offs and landings) between 1990 and 2006. (Draft EIR, p. 24.) Although the Draft EIR expects that larger, quieter aircraft and higher passenger occupancy levels will not result in higher noise levels by 2006 (see Draft EIR, p. 452), this assertion is unsupported by evidence in the Draft EIR and is clearly conjecture. As stated in an article in the San Francisco Independent of August 27, 1991 entitled "Airport Growth Alarms Citizens", the Airport Noise Committee of the San Francisco Board of Supervisors is concerned that the expansion will create more noise and that the difference in noise using newer, quieter aircraft may be barely perceptible.

It is far from clear that total aircraft operations will increase by only 26%. An increase of 26% seems too small when compared to the expected 71% increase in annual passengers and the expected 55% increase in cargo and mail activity. (Draft EIR, p. 24.) As a preliminary matter, the C&R should explain, in a comprehensible fashion, the statistical and other empirical assumptions that have been made in anticipating larger, quieter aircraft and higher passenger occupancy levels. Absent a compelling case that more flights mean less noise, noise mitigation measures should be required and should be monitored for effectiveness. What noise mitigation is proposed in the C&R is inadequate to address the problem of increased noise, as explained below.

1. Noise Insulation Program: One mitigation measure included in the C&R is the existing Noise Insulation Program. However, this program has been implemented too slowly to constitute an effective mitigation measure, and has been underfunded. With the increased revenues to the Airport expected from the expansion

plan, the Airport should pledge even greater resources towards this program for all impacted communities.

The Airport, in conjunction with the FAA and surrounding cities, should continue to refine and improve the program by providing additional funding commensurate with the number of eligible homes and speeding up the snail's pace at which homes have been insulated. We recommend establishment of mitigation measures in the Draft EIR that would: (1) consistent with a recently-adopted Airport Round Table policy, set a deadline of the year 2000 as the date by which all eligible homes will have been insulated; and (2) provide adequate annual funding to insulate all eligible homes during that period.

2. Decrease in Noise-Impacted Areas: Federal and state laws require the Airport to reduce noise impacts over the long range, as projected in Table 52 of the Draft EIR (p. 34). It is clear from a comparison of Figures 20 and 32 of the Draft EIR that total land areas impacted by airport noise are expected to shrink substantially by 1996 if the underlying data are correct. For example, for the period 1990-2006, there is a projected decrease in noise at noise monitor 15 (located east of U.S. Highway 101 in South San Francisco) from a dB CNEL level of 62.2 to 55.4. (Draft EIR, Table 53.) The number of persons in residential areas that are exposed to aircraft noise is also expected to decrease from 14,980 to 6,600 persons by 2006. (Draft EIR, Table 52.) Maps showing an even greater reduction of noise-impacted areas were provided for the No-Project Alternative for 1996 and 2006. (Draft EIR, Figures 34, 35.)

Although we applaud these projected results, the results are based on various assumptions which may not occur without the adoption and continued monitoring of strong mitigation measures to ensure their occurrence. Therefore, to enforce this expected decrease in the number of persons and the total area exposed to aircraft noise, we recommend that strict mitigation measures be adopted to ensure that these results actually occur within the projected time frame.

3. Single-Event Noise Mitigation: Even with an expected reduction of overall noise impacts as predicted by the Draft EIR, single-event noise will still present the problem to surrounding communities that it does today. The C&R concedes that the projected increase in aircraft activity is expected to cause a corresponding increase in frequency of single-event noise impacts. (C&R.228.) The Airport expansion provides a golden opportunity to address this troublesome issue; however, the C&R sets forth no specific mitigation measure addressing single-event noise.

Although a considerable number of comments were received addressing the single-event issue, the Responses in the C&R are sketchy at best and do not provide any solutions to the problem. Because most single-events which disturb sleep patterns occur in late evening hours, we suggest that mitigation measures be adopted addressing single-event noise. Such measures might include: (1) the Airport should consider imposing new restrictions on hours for take-offs and landings; and (2) imposing special noise impact mitigation fees on late-night take-offs and landings (particularly for cargo planes). Although these suggestions have been raised before in other forums, the Airport expansion is the ideal opportunity to reconsider such restrictions.

B. Transportation Impacts

As with noise impacts, the C&R does not provide adequate mitigation for adverse traffic impacts. For example, the expected impact on traffic on freeways surrounding the Airport will be very significant. The total daily traffic volume is expected to increase during the period from 1990 to 2006 from 110,700 vehicles per day to 168,500 per day. (Draft EIR, Summary, p. 4.) The Level of Service on southbound Highway 101 will decrease from Level C to Level E. (Draft EIR, p. 319.) The Level of Service on northbound Highway 101 will decrease from Level C to Level F. (Id.) The Level of Service on Interstate 380 will decrease from C to F. (Id.)

Yet the recommended transportation mitigation measures appear to be totally inadequate to cope with this increased volume of freeway traffic. The C&R is virtually devoid of any true mitigation for freeway congestion. For Highway 101, all that is proposed is a High Occupancy Vehicle Lane in each direction from San Jose to San Francisco and the installation of ramp meters and signage. (Draft EIR, p. 417.) This mitigation ignores the fact that 25% of the new employees are expected to reside in the City of San Francisco and will have to travel to the Airport from the north. (Draft EIR, p. 396.) There is also no indication that this limited mitigation will improve the expected decline in the Level of Service. Moreover, Caltrans is opposed to the conversion of an existing mixed flow lane into a High Occupancy Vehicle Lane, which conversion is not included in the Metropolitan Transportation Commission's Master Plan. (C&R.161-62.) Samtrans also considers this proposed conversion to be an invalid mitigation measure. (C&R.162.)

Although some mitigation measures for this expected increase in traffic congestion are proposed to be located on-site at the Airport (including a people-mover, Ground Transportation

Center, and future BART or CalTrain extensions into the Airport (see C&R.320-23)), such on-site measures do not satisfactorily mitigate all traffic impacts from the Airport expansion. The proposed minor upgradings by Caltrans of adjacent state highways and the possible restriping of one lane of Highway 101 to a High Occupancy Vehicle Lane (see Draft EIR, pp. 412-13) do not appear to correct the primary Level of Service problems that are expected on the major thoroughfares.

Additionally, there may well be more adverse traffic impacts than are projected by the Draft EIR, because the Draft EIR does not appear to cover all impacted areas. The C&R admits that only segments of affected freeways were studied. (C&R.123.) Because the Airport is and will be one of the largest employers located on Highway 101, a new, comprehensive, detailed analysis of the effects on, as well as necessary improvements to, Highway 101 and all supporting freeways and bridges should be completed. The C&R's attempted correction of the Draft EIR's traffic study via an update of the Draft EIR's traffic analysis with data from only one missing freeway segment in Belmont is simply not a comprehensive method for analyzing and improving the Level of Service on this major access corridor. (See C&R.123.)

The traffic data also may not sufficiently account for increased traffic impacts stemming from the expected increase in indirect employment of 50% from the planned Airport expansion. (C&R.120.) The Airport claims that "assumptions regarding developments in the vicinity of SFIA that might affect the traffic operations in the study area ... were reviewed with respect to the project's potential impacts on study-area intersections." However, it is unclear whether this review took into account the projected increase of 50% in indirect employment or projected increases in induced employment. Further explanation and analysis are necessary to ensure that all future traffic impacts from indirect employment have been accounted for in the Draft EIR.

The Draft EIR's approach to the traffic problem, as illustrated by the C&R, does not place any of the costs of implementing required mitigation measures on the shoulders of the Airport. The pass-through of some of these costs to the Airport should be included as a mitigation measure. The Airport is in a unique position as a transportation agency to cooperate with other agencies and to participate in the planning of long-term solutions to the Bay Area's traffic congestion. The Airport should be able to fund some of those local solutions through increased revenues generated by the expansion.

Because the Airport will benefit from the proposed expansion, it is only fair that the Airport assume some financial obligation for mitigating some of the adverse traffic impacts resulting from the expansion. If the Airport is currently limited in its ability to accommodate the impact on traffic, then we recommend that either that limitation be lifted or the Airport expansion be put on hold until such time as such additional regional transportation facilities (or appropriate alternatives) can be provided to maintain acceptable Levels of Service throughout the area.

An additional mitigation that would lessen adverse impacts on both traffic and noise would be a reduction in the proposed increase in cargo aircraft. (Draft EIR, p. 24.) The need for additional cargo facilities at this particular Airport seems impractical, given both the high price of land in the area that can be used for warehouse facilities for cargo traffic and additional noise impacts that could result from night take-offs to meet evening landing restrictions in foreign countries.

It would appear that either Metropolitan Oakland International Airport or other airports would be more appropriate locations for such additional cargo facilities. The C&R concedes that the Airport's share of domestic air freight has decreased from 95% to 75% over the last ten years, although the overall regional market has grown by 37%. (C&R.35.) The Metropolitan Transportation Commission forecasts that the Airport's percentage share of cargo activity, as compared to the share of Oakland International, will continue to decrease significantly from 1990 to 2010. Why should the Airport plan to accept more cargo flights when it can barely keep up with the projected passenger demand? We recommend that the final EIR include an alternative that would not include significant increases in cargo handling.

C. Housing Impacts

One of the Draft EIR's critical deficiencies is its lack of mitigation for adverse housing impacts and impacts on the jobs/housing balance. The C&R inadequately addresses the demand for housing that will be created by new employment at the Airport. According to the Draft EIR, direct airport employment is expected to increase due to the expansion by about 9,000 jobs in the period from 1990 to 2006. (Draft EIR, Figure 19, p. 396.) Yet, as shown below, housing in the whole Bay Area as a region will be affected by these new jobs, because 63% of these new employees will reside outside San Mateo County, in part due to lack of affordable housing. Because the Draft EIR's analysis of housing impacts is limited almost exclusively to San Mateo County, it fails to take

the necessary regional approach to the housing problem that will result from Airport expansion.

The total housing demand created by these 9,000 new jobs is expected to be 6,850 total housing units by 2006. (See Draft EIR, p. 398.) About 37.1% of the new Airport employees are expected to reside in San Mateo County. (Id. at p. 397.) The Draft EIR asserts that 2,450 housing units are needed in San Mateo County for these new employees. (Id.)

The housing demand figures used in the Draft EIR's analysis are much too low for two reasons. First, the predicted demand for 6850 housing units does not even take into account the housing demand created by the expected increase in indirect and induced employment at the Airport. The number of indirect and induced jobs expected to be created from the Airport expansion is about 38,570 by the year 2006, over and above the 9,000 direct jobs. (C&R.358.) The C&R asserts that, because it is not possible to determine the exact location of these indirect and induced jobs, it is not possible to determine the extent of housing impacts on San Mateo County. However, as the County will obviously be greatly affected if even some percentage of these new indirect and induced jobs are located within the County, the Draft EIR's analysis does not even scratch the surface in attempting to determine housing needs in the County. Second, the Draft EIR's housing needs analysis does not consider other increases in jobs in the Bay Area that may occur that are unrelated to the Airport.

The Draft EIR tacitly concludes that there will be no housing problem because most of the new Airport employees will live outside the County. This conclusion is illogical. A problem will be created for the 37.1% of the new employees that are expected to live in San Mateo County. As reported in the Peninsula Times Tribune on August 28, 1991 in an article entitled "A Call for Balance," officials in San Mateo County have urged the Airport to provide housing in north county cities for the 9,000 new employees.

A problem could also be created for the new indirect employees who might reside in the area. The C&R assumes, on page 358, "that direct and induced jobs created as a result of implementation of the SFIA Master Plan would be located throughout the Bay Area and also outside the region." Is this assumption necessarily true? The Draft EIR could just as easily have assumed that many of these indirect jobs would be located in San Mateo or San Francisco counties if sufficient affordable housing was made available nearby for the employees. If those indirect jobs were located in these two counties, then the housing problem could be exacerbated even more.

The Draft EIR fails to consider housing problems predicted for the Bay Area as a region. It relies on projections by the Association of Bay Area Governments of the potential for new housing units that will exist in 2006 to support its assertion that there will be no adverse housing impacts from the expansion. Such reliance is misplaced, however, as illustrated by data from two affected counties where housing is predicted to be a problem. (Draft EIR, pp. 395, 399, note 5.) The data indicates that the Bay Area as a region is having difficulty meeting its housing needs.

For example, in recent years, San Mateo County has not been producing housing units commensurate with its projected housing need. According to a study by ABAG of January 1989 entitled "Housing Needs Projections," the production of housing units in San Mateo County from 1980 to 1988 was 16,628 units. The projected need during this period was 23,499 units. There was, therefore, a large shortfall in housing units. (ABAG Study, p. 14.)

As another example, there will likely be a need in San Francisco County for more housing to accommodate the new Airport employees. About 25% of the new Airport employees are expected to live in the City of San Francisco. (Draft EIR, p. 396.) A recent report by the San Francisco Planning and Urban Research Association (SPUR), entitled "Plain Talk About the Housing Crises in San Francisco" dated May, 1992, states clearly: "There is a housing crisis in San Francisco." Although the report cites ABAG's estimate of the City's housing need to be 3584 units a year, because only 1240 units were produced annually during 1980-89, there was a large shortfall. (SPUR Report, p. 2.) In addition, the report expects that there will be almost 5000 jobs created annually in San Francisco between the present and the year 2000. (Id.) The report calculates that only 10% of the current City population can afford to buy a median-priced single-family house. (Id. at p. 1.) These employment and housing demand figures are staggering, considering there is very little housing currently being built in San Francisco.

Therefore, because the City of San Francisco clearly has a housing problem similar to that of San Mateo County, it provides a clear example that the Draft EIR should not attempt to shift the housing responsibility from San Mateo County to other counties as a solution to the housing problem created by the expansion.

Problems could also arise due to a lack of affordable housing for the new employees. The C&R admits that "new SFIA employees would create additional demands on housing supply, possibly resulting in an increase in the area's housing prices."

(C&R.363.) Exacerbating this potential problem, it appears that many of the projected 9,000 new jobs at the Airport will be low-income or moderate-income jobs. About 1200 of the new jobs to be created are related to freight or ground transportation (see Draft EIR, pp. 395-97), which have traditionally not been high-income jobs. As ABAG commented in the C&R, "Decision makers need to know the projected income of these employees and how housing that is affordable to them will be provided. Most airport employees cannot afford to live in San Mateo County." (C&R, p. 362.)

It is well accepted that there is a demonstrated need in San Mateo County for low, and moderate-income housing. As one commenter stated, "the housing costs in [San Mateo County] are very high." (C&R.364.) There are no data provided in the Draft EIR on the current cost of housing in the County or the expected income levels of the 9,000 new employees. There are, therefore, no data of any kind provided in the Draft EIR relating to whether housing in the County will be affordable for these new moderate-income employees.

Therefore, there has been no true analysis made at all as to whether affordable units will be available for the 37.1% of the new employees who are expected to reside in the County, much less the additional indirect employees who might reside in the County. The C&R admits that no affordability analysis has been prepared. (C&R.363.) At the same time, the Draft EIR concedes that the presence of the new employees who do live in the County will strain already-high housing prices in the County.

The C&R concedes that "[t]he additional demand for housing resulting from the project could potentially have negative socio-economic impacts directly related to housing affordability." (C&R.363.) The C&R further admits that no mitigation measures have been taken relating to the affordability of housing in the County. It is imperative that sufficient housing mitigation measures be taken to correct the anticipated problems. As required by the CEQA Guidelines, section 15131(c), public agencies must consider economic, social, and particularly housing factors in deciding whether changes in a project are feasible.

We also strongly disagree with the Draft EIR's assertions that the Airport expansion will ameliorate the current jobs/housing imbalance in the area. (C&R.361.) The C&R asserts, without true supporting data, on page 360 that: "By creating more jobs in San Mateo County, implementation of the proposed SFIA Master Plan would likely create a more balanced situation between jobs and housing in the County." If San Mateo County currently has a greater ratio of housing to jobs than it requires, then how can the fact that over

62% of current Airport employees reside outside the County be explained? We believe that the lack of affordability of housing in the County is a primary suspect. Because the jobs/housing ratio cited by the C&R on page 361 does not take into account the affordability of housing units in the County compared to the new employees' income levels, that ratio is largely useless.

The C&R's analysis entitled "Housing Impacts and Significance Criteria" on pages 354-55 is suspect. This analysis of housing demand compared to jobs is illogical. The lack of affordable housing in San Mateo County is a significant problem, as discussed above. Comparing the project's share of the local labor force to the proportion of total local housing units used by new employees is an invalid comparison because it does not take into account the question of affordability. The analysis attempts to define away the housing problem, while at the same time conceding that there is a jobs/housing imbalance.

Urban planners sometimes measure housing demand by balancing the number of jobs against the total Bay Area housing stock, such as was done in the last paragraph on page 359 of the C&R. However, the real impact of housing demand in this case should be measured against the housing stock in the area of the project (i.e., San Mateo and San Francisco counties), because housing demand affects local prices and affordability.

The Responses assert that no mitigation is necessary for the change in the jobs/housing balance in San Mateo County because an imbalance will be corrected. (C&R.361.) The measurement of the jobs/housing balance in terms of the entire County is suspect here, because northern San Mateo County may well be considered a different housing market than the southern part of the County. This factor should also be taken into consideration when calculating effects on the jobs/housing balance.

The C&R responses on pages C&R.354-55 were included because the Draft EIR had failed to take into account housing impacts. However, the Responses assert that there will be no significant impacts on housing because the percentage of San Mateo County housing units utilized by Airport employees will remain stable at approximately half of the percentage of San Mateo County jobs located at the Airport. (C&R.355.) This ratio simply cannot be used as a measure for the potential significance of housing impacts. The ratio is totally irrelevant to the question of whether housing in the County will be affected by the Airport expansion. The Response measures apples and oranges.

To the contrary, the C&R makes plain that the expansion's effect on housing will be significant. Since this is so, the Draft EIR should be recirculated for public comment.

Moreover, as the significant adverse impacts on housing were not considered a factor in the Draft EIR's traffic analysis, should not the traffic analysis also be reanalyzed and recirculated to account for these impacts? The C&R admits that the lack of affordable housing in San Mateo County will contribute to adverse traffic impacts. The C&R concedes that many of the new employees "may choose to live in outlying parts of the region or communities outside of the Bay Area. If this were to occur, the extended commuting distance traveled by these individuals would result in additional physical impacts." (C&R.363.) The EIR admits that it does not have adequate data to analyze these impacts.

The Airport cannot have it both ways. If there is a housing problem in the area, then additional traffic problems from the Airport expansion will occur due to the expected extended commuting. Cumulative impacts are likely to occur. Additional analysis and mitigation are, therefore, required. The Draft EIR as written should not be certified, as it does not adequately analyze and mitigate suspected housing and traffic impacts.

The Airport also cannot have it both ways by creating a housing problem by expanding the Airport and, at the same time, by engaging in unacceptable practices over the past several years to attempt to prohibit housing development from occurring on sites that are perfectly compatible with housing development under federal, state and local noise standards.

Examples include:

* Shearwater

In 1986, the Airport opposed housing near the Airport when it challenged in court an EIR for a housing project in South San Francisco called Shearwater, effectively killing the project.

* Sierra Point

In 1991, the Airport entered into an Agreement with the City of South San Francisco to provide an additional \$10 million to that city for much-needed noise insulation funds (see section 1, above, on the inadequacy of the insulation program), in exchange for the city's

prohibition of residential development on lands east of U.S. Highway 101. (This prohibition also included the Shearwater site.)

The true nature of the Airport's \$10 million Agreement with South San Francisco is mischaracterized in the C&R, which declares that "The agreement does not prohibit housing east of US 101." (C&R.367.) Under the terms of the Agreement, the Airport has agreed to give \$10 million to South San Francisco if it prohibits the area from being developed for residential use. If South San Francisco were to allow housing in that area, all funding to the city from the Airport under the Agreement would cease. Therefore, to state that the Agreement does not prohibit housing is to mischaracterize its nature. (Although the C&R asserts that Sierra Point Associates' comments incorrectly characterized the Agreement, it is the C&R itself which misstates the Agreement's true goals, which can only be interpreted to be the prohibition of housing.)

The C&R also states, incorrectly, that South San Francisco is free under the Agreement to "exercise its discretion" in taking the land use actions necessary to obtain the \$10 million from the Airport, thus implying that the Airport is not interfering in the city's planning process. (C&R.367.) This cannot be true -- why would the Airport have offered the city \$10 million simply to exercise its discretion? Further, the city's receipt of the money is contingent upon the passage of a General Plan amendment that prohibits housing in a manner consistent with the Airport's wishes. If the development of housing east of Highway 101 were purely a local decision, as the C&R implies, the Airport would not be involved at all in opposing that housing and offering \$10 million to South San Francisco to prohibit that housing.

The Agreement could result in the loss of at least 600 homes that are planned for construction in the affected area, at least 90 of which are reserved for low and moderate-income units. (Updated Housing Element of the South San Francisco General Plan, III, Fig. 20, p. 39, Sites 19 and 23, Columns 6, 7, and 8.) Because the land where this proposed housing would be built is within the acceptable dB CNEL contour range established by the Airport Land Use Committee in the Airport Land Use Plan (see Draft EIR, Figure 20), the Airport's desire to prohibit housing in that area is groundless. Instead of providing mitigation for noise impacts, this Agreement will only exacerbate adverse housing impacts that are likely to result from the Airport's expansion.

The Response states that the Airport opposed the Shearwater project and entered into the Agreement to prohibit housing at Sierra Point because the projects' development would create housing that would be impacted by aircraft overflights. (C&R.368.) Yet, the units proposed for Shearwater and Sierra Point would not create any new noise problems for the Airport. The sites are compatible for residential housing for three reasons.

First, the proposed development at Shearwater and Sierra Point is targeted for sites that are completely compatible, under federal, state, and local noise standards, for residential development. These lands are located within the 65 or lower CNEL contour range. Under federal, state and local law, lands located within this CNEL range are compatible for residential use. (See, e.g., California Code of Regulations, Title 21, sections 5001(1), 5012, and 5014.) Based upon the data in the C&R showing the expected departure routes and expected noise levels at these sites due to the Airport's expansion, housing is clearly a compatible use of the properties. Second, the properties will become even more suitable as sites for housing because the total land area impacted by airport noise shrinks substantially by 1996, as the Draft EIR predicts. (Draft EIR, Figures 20, 32.) Third, the Airport has historically given its blessing to the development of housing in noise contour areas of 65 CNEL or less. In the Final Technical Report of the Joint Action Plan of 1980, the Airport endorsed the prohibition of new housing in the 70-75 CNEL range, the requirement of insulation within the 65-70 CNEL range, and the requirement of acoustical studies within the 60+ CNEL range. New housing in areas below 70 CNEL was allowed. Therefore, the Airport's argument that the sites are incompatible for residential use is, put simply, wrong.

In sum, the Airport proposes noise insulation with an aviation easement as a sufficient mitigation in the EIR for the Airport's expansion. Yet at the same time, the Airport has been taking steps to prohibit housing in areas where insulation could clearly solve noise impacts, if any actually existed, by claiming that noise insulation will not be sufficient. The Airport cannot have it both ways. Such inconsistency makes no sense.

The housing problem arising from the Airport expansion can be solved, in part by cooperation between public agencies and private developers. Several sites exist within the vicinity of the Airport that could provide additional housing for various income segments of the community. Potential housing sites such as Sierra Point and the Shearwater site in South San Francisco provide good examples of properties that should be fully endorsed by the Airport as appropriate locations for housing for new Airport employees. Noise easements, noise attenuation, and disclosure statements on

noise for new residential development can be imposed at these sites. Recently, a successful Memorandum of Understanding was entered into between the City of San Leandro, the City of Oakland, and Citation Homes Central that contained all of these practical noise mitigation measures. The installation of appropriate noise mitigation at these sites to reduce interior noise levels to 45 dB CNEL could also be required as a condition of development.

Housing at the Shearwater and Sierra Point sites would constitute "in-fill" of an urbanized area and, as such, would be sound public policy. According to a report by the Greenbelt Alliance of December 1983, by adopting a new course based on compact city-centered development policies, the Bay Area can meet its housing needs.¹ The report concludes that there is a need for more housing close to employment.² The Bay Vision 20/20 Commission made similar findings in 1991. According to the Commission's report, urban growth should be managed so that new development takes place wherever possible within existing urbanized areas.³ For the reasons set forth above, the Airport should not attempt to prohibit housing at the Sierra Point site.

In short, due to the significant housing impacts that can be expected from the Airport expansion, adequate housing mitigation measures must be incorporated into the EIR before it is certified as final. Revision and recirculation of the EIR is mandated to comply with CEQA.

4. Other Issues:

a. Lack of Good Faith, Reasoned Analysis: The C&R, at page 366, misstates the comments of Sierra Point Associates Two regarding the Draft EIR. The Response therefore violates the requirement in section 15088(b) of the CEQA Guidelines that "[t]here must be good faith, reasoned analysis in response" to comments on a draft EIR.

b. Inadequate Analysis of Project Alternatives:
It is unclear whether the thorough analysis required by CEQA of project alternatives involving distribution of aircraft activity

¹Room Enough: Housing and Open Space in the Bay Area: The Report of the Housing/Greenbelt Program of People for Open Space, Greenbelt Alliance (December 1983), p. 5.

²Id. at p. 19.

³Bay Vision 20/20: The Commission Report (May 1991), p. 29.

to other Bay Area airports has been done in this case. The Draft EIR admits that redistribution of aviation demand to other airports is recommended by the Metropolitan Transportation Commission, Caltrans, FAA, and other Bay Area airports. (Draft EIR, p. 468.) The Draft EIR also notes that, in 1987, the United States Department of Transportation, the FAA, and the San Francisco Bay Area Task Force Capacity Study of the Airport recommended "the distribution of traffic more evenly among the three Bay Area airports." (Draft EIR, p. 70.) Adjacent cities such as South San Francisco have similar policy statements in the Noise Elements of their General Plans.

An editorial in the San Francisco Examiner on September 9, 1991 noted,

"[the Draft EIR treated] the expansion in isolation, oblivious to what might be going on nearby (e.g. a possible baseball stadium across the freeway)...The proposal for greatly increased airline operations calls out for a regional approach. Doesn't it make sense to provide for more of the additional services east of the Bay, saving thousands of travelers from having to make longer trips on clogged bridges and freeways?..."

The Draft EIR asserts that it rejected the alternative of redistributing potential aircraft activity to other airports because "it would not meet the sponsor's objective to accommodate the demand from forecast growth at SFIA." (Draft EIR, p. 475.) Yet these forecast figures may be incorrect. It seems illogical that the Draft EIR forecasts that the Airport will still have between 63-70% of the Bay Area's passengers in 2006, given the adverse impacts that will be created and the continuing trend in the Bay Area of population growth in outlying areas. A more thorough analysis must be undertaken, as it is critical to proper decision-making as to the degree of expansion needed at this particular airport.

The planned expansion also appears to be inconsistent with regional transportation plans for the Bay Area. The C&R states: "It is acknowledged that the SFIA Master Plan would be inconsistent with both MTC's 1980-recommended policy limit and with MTC's subsequently revised regional market share recommendations." (C&R.14.)

Does the planned expansion at this particular location make sense in terms of regional planning for the entire Bay Area? The C&R notes that, "... as suggested by commenters, it is reasonable to assume that the lack of capacity (or "bottlenecks")

in any of a number of locations or functional areas could constrain future SFIA passenger volumes, cargo activities, or other operations." (C&R.15.) The C&R concedes that, "If the Master Plan were to be implemented, the effective result could be an overbuilt airport." (C&R.33.) If this is true, the Airport should revise the Master Plan to be consistent with regional policies and to avoid overbuilding. A full-bore alternatives analysis that is consistent with other regional transportation plans must be implemented before the Draft EIR is certified.

c. Inadequate Analysis of Cumulative Impacts:

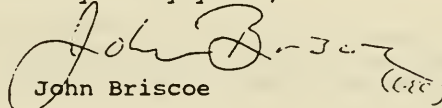
Cumulative impacts are defined as two or more separate impacts which, when considered together, are considerable, or which compound or increase other environmental impacts. (CEQA Guidelines, section 15355.) CEQA requires that such cumulative impacts be analyzed. As described above, the Draft EIR may not have adequately considered (1) the cumulative impacts of housing demand on traffic impacts, and vice versa, or (2) other cumulative impacts. Although the Draft EIR's Mitigation Measures (see Section V) do discuss some cumulative-impact mitigation measures, the EIR does not separately analyze all of the cumulative impacts that can be expected from the expansion, as required. Because this analysis has not been done, it is impossible to know whether the Airport will be taking on the responsibility of mitigating its fair share of any cumulative impacts from this project.

Conclusion: In conclusion, it is clear that the Draft EIR and C&R are deficient in several respects. There are insufficient data to support the EIR's assertions, many of which are suspect. For example, noise, traffic, and housing mitigation measures are called for to mitigate adverse impacts of the Airport expansion. Before specific measures are proposed, however, a thorough analysis of the impacts must be undertaken.

Therefore, we request that the Draft EIR not be certified as final, that the required additional studies and analyses be

undertaken, that appropriate mitigation measures then be adopted,
and that a new Draft EIR be circulated for public comment.

Very truly yours,


John Briscoe (cc)

cc: Mayor Frank Jordan, City of San Francisco
Kevin Shelley, President, San Francisco Board of Supervisors
Senator Quentin Kopp
Assemblywoman Jackie Speier
William Schumacher, President, San Mateo County Board of
Supervisors
Mayor Brad Kerwin, City of Brisbane
Mayor John Penna, City of South San Francisco
Douglas Thomas, The Koll Company

HIGHLIGHTS of NEW NOISE VARIANCE/INSULATION PROGRAM

Since 1983, San Francisco International Airport has been managing a home noise-insulation program designed to shield residents under flight paths from the deafening sound of jet takeoffs. The program is not working.

Under the current noise variance/insulation program guidelines, in place since 1986, it would take more than **100 years** to properly soundproof all affected homes.

Elected officials from some of the communities near the airport have proposed a new noise variance that calls for an increased amount of money from SFO for the noise insulation program so that all impacted residences will be insulated for noise by the end of the year 2000. It also contains provisions to decrease the noise levels.

Highlights of the new variance include:

- * All uninsulated homes in Daly City, Millbrae, Pacifica, San Bruno, South San Francisco and unincorporated San Mateo -- built before 1983 and previously identified as significantly affected by airport noise -- are eligible for insulation.
- * All eligible homes would be insulated by the end of the year 2000 pursuant to Airport Roundtable Policy.
- * The airport would guarantee a contribution of at least \$20 million annually from all available sources to fund the insulation effort. Its own contribution of \$4 million annually would allow impacted communities to obtain 80 percent of the \$20 million through FAA matching funds, but the airport would also guarantee to cover any shortfall if the FAA does not provide its full share.
- * The airport would no longer have discretion over the allocation of funds. The funds would be allocated by a formula that takes into account the number of uninsulated homes in individual communities.
- * The airport would be prohibited from increasing the size of the noise exposure area beyond its current size of .92 square miles, which was defined by SFO's 1991 Third Quarter Noise Report.
- * A performance-based noise surcharge calling for noisier aircraft to pay higher fees would be instituted to provide a portion of the \$20 million.
- * A curfew would be established prohibiting the use of noisy aircraft and power run-ups between the FAA-defined nighttime hours of 10 p.m. and 7 a.m.
- * The shifting of noise from one community to another by altering paths would be prohibited.
- * The airport would be required to write a letter to the FAA and its tenant airlines asking that certain procedures be followed to minimize the number of low-altitude flights over Brisbane, South San Francisco, Pacifica, Foster City, Burlingame and Hillsborough. Violators would be reported to the Roundtable.
- * Airport would now be required to comply with federal and state regulations and policies and also the local Joint Land Use Study.

SAN FRANCISCO AIRPORT NOISE VARIANCE/INSULATION PROGRAM

Questions and Answers

Since 1983, San Francisco International Airport has been managing a home noise-insulation program designed to shield residents under flight paths from the deafening sound of jet takeoffs. The program is not working.

Under the current noise variance/insulation program guidelines, in effect since 1986, it would take more than 100 years to properly soundproof all impacted homes.

Elected officials from some of the communities near the airport have proposed a new noise variance that calls for an increased amount of money from SFO for the noise insulation program so that all impacted residences will be insulated for noise by the end of the year 2000. It also contains additional provisions to decrease the noise levels.

As the following information clearly indicates, San Francisco airport must adopt a more aggressive approach to resolving the noise problems created by its airplanes. According to statistics provided here, SFO has not kept pace with the goals of its residential noise-insulation program. It also lags far behind the performances of comparable U.S. airports in responding to the noise problems of surrounding residents.

1. Q: What jurisdictions are eligible to receive noise insulation funds?

A: Daly City, Millbrae, Pacifica, San Bruno, South San Francisco, San Bruno Park School District and San Mateo County.

2. Q: How long has the local program been in existence?

A: 10 years - from 1983 to 1992.

SAN FRANCISCO AIRPORT NOISE VARIANCE/INSULATION PROGRAM

Questions and Answers (continued)

3. Q: How many single-family homes are eligible for the program?
How many have been insulated so far?

A: A map SFO filed in 1983 in response to federal noise regulations identified a total of 10,550 dwellings that required sound insulation. A total of 515 were insulated between 1983 and 1992. There are 319 dwellings either being insulated or out to bid. This leaves a total of 9,716 remaining to be insulated.

At the current rate of 83 dwellings a year, it would take approximately 117 years to insulate the residences currently impacted by airport noise.

4. Q: How does the number of uninsulated homes compare with the number of noise-affected homes identified by SFO?

A: There are currently 9,716 dwellings that are legally eligible for, and in need of, sound insulation. SFO identifies 5,239 as "noise impacted", creating a discrepancy of 4,477.

Why the Discrepancy? Because SFO considers the homes identified as "noise affected" in its most recent quarterly report on noise mitigation as those still in need of insulation. Their number is smaller because the number of homes where noise levels exceed federal limits have actually decreased since 1983, primarily because newer airplanes make less noise. However, SFO is still required to abide by a map it filed with the FAA in 1983 that identifies 9,716 dwellings still in need of sound-proofing. By promoting the smaller figure, SFO creates the false impression that it has insulated a greater percentage of affected dwellings than it actually has.

SAN FRANCISCO AIRPORT NOISE VARIANCE/INSULATION PROGRAM

Questions and Answers (continued)

5. Q: Has SFO complied with the terms of its variance?

A: No. Based upon the November 1986 Variance, SFO was required to reduce the number of impacted homes by 500 homes per year to a level not to exceed 6,000 by June 1990. Therefore, SFO has not complied with the stipulated terms of its variance.

6. Q: How much money has SFO provided to the local noise mitigation program and how has their performance compared to those of other airports?

A: SFO, the fifth busiest Airport in the country, ranks 21st in providing local noise mitigation funds. By comparison, Atlanta's airport, which is comparable to SFO in activity (third busiest) and landing fees (71 cents per 1000 pounds compared to SFO's fee of 75 cents per 1000 pounds) ranks number one in noise insulation funding. During the past 10 years, Atlanta has been very responsive to its community by insulating at least 10,000 homes (the total size of SFO's obligation) by providing in excess of \$46 million of their own money and receiving in excess of \$185 million from the FAA. SFO has insulated only 515 homes by providing only \$2.7 million of their own funds, thereby restricting contributions from the FAA to only \$10.8 million.

SAN FRANCISCO AIRPORT NOISE VARIANCE/INSULATION PROGRAM

Questions and Answers (continued)

7. Q: Can SFO afford to pay for an improved noise insulation program?

A: Yes. If the airport can afford a \$2 billion expansion, it can afford to first solve its existing noise problem. SFO currently has in excess of \$40 million in reserves and also the best credit rating of any airport in the country. Additional funds can be provided by raising the airline landing fee; allocating FAA Entitlement Funds for noise insulation; and by increasing the Passenger Facility Charge (PFC) and making those funds available for noise insulation. The airport is currently considering increasing the PFC to pay for its \$2 billion expansion.

SFO has other lucrative funding sources, including additional bonding capacity and parking and concession revenue.

8. Q: Would increased landing fees (to pay for an improved noise insulation program) create a competitive disadvantage for SFO, thereby causing a loss of jobs and business to the local community?

A: No. SFO, the country's fifth busiest airport, ranks 25th in landing fees. The highest landing fees (La Guardia) are 420 percent higher than SFO's. If landing fees cannot cover 100 percent of the improved noise insulation program, other funding sources are identified in Question 7.

SAN FRANCISCO AIRPORT NOISE VARIANCE/INSULATION PROGRAM

Questions and Answers (continued)

9. Q: Is now the time to seek an improved variance/noise insulation program?

A: Yes. SFO has not kept pace with some of the more community - responsive airports in the country. The noise variance technically expired in 1989. At that time, local communities decided to wait until the airport expansion plans were unveiled and its impacts assessed. Now that they have had time to do that, it would be an appropriate time to move forward with a new variance. Also, the local community has leverage over SFO. The Airport needs local support to get its expansion and BART plans approved. At this time, the airport cannot afford to alienate its neighbors.

10. Q: What is the total amount of money needed from SFO to insulate all the remaining homes?

A: There are currently 9,716 homes in need of sound-proofing insulation. At an inflation-adjusted cost of \$14,000 per home, a total of \$136,024,000 is needed to complete the task. SFO is responsible for 20 percent of that total or \$27,204,800.

It is estimated that all affected homes could be insulated in seven years. The airport would need to provide \$3,886,400 a year plus an additional \$500,000 for administrative costs for an annual total of \$4,386,400. This figure can be rounded down to \$4 million.

11. Q: What additional provisions are in the newly proposed variance to decrease noise levels?

A: A limit on the size of the noise-exposure area. The implementation of a Noise Performance Surcharge for all aircraft based on the noise they create which requires noisier airplanes to pay higher fees. And the creation of a curfew that would prohibit flights by noisier airplanes at night.

PROPOSED VARIANCE TO BE ISSUED BY
CALTRANS TO SFO
1992

The City and County of San Francisco is hereby granted a variance to operate San Francisco International Airport ("Airport") for a period of three years commencing upon the effective date hereof and upon the following conditions:

- I. The goals, objectives and recommendations of the Joint Land Use Study shall essentially be used as the framework within which the Airport will act to mitigate its noise impact on surrounding communities, with emphasis on four key aspects of the Joint Land Use Study:
 - A. A basic goal is compliance with the California Airport Noise Standards.
 - B. First priority, and the primary method, for reduction of noise impacts shall be on-Airport actions, such as requiring quieter planes and reducing evening and night operations.
 - C. To supplement the on-Airport noise mitigation actions, the remaining noise impacts will be addressed through a land-use compatibility program that provides significant mitigation of noise exposure on existing non-compatible uses.
 - D. The intent of the noise mitigation programs will be to eliminate adversely affected noise sensitive land use areas by the end of the year 2000. The noise mitigation programs to be implemented will include insulation of all single and multi-family residential units ("dwelling units") and all schools, hospitals, churches, and other public buildings ("public use buildings") and other noise sensitive land uses in the 65 dB+ CNEL area using the FAR Part 150 Study Noise Exposure Map submitted by the Airport to the Federal Aviation Administration on February 28, 1983 (a copy of the map is attached as Exhibit A).

As background information :

- . Using the FAR Part 150 Map, there are at least 10,551 dwelling units within the 65+dB CNEL area. Since the inception of the existing noise insulation program in 1983, only approximately 319 homes have

been insulated, and 515 homes are currently under construction or out to bid, leaving at least 9,717 uninsulated homes.

- . At this historical rate of home insulation, it would take at least 100 years to completely insulate all currently existing noise-impacted dwelling units, which is unacceptable. Hence it is necessary to accelerate the program, including a requirement to increase the funding requirements of the Airport.
- . The estimated total cost of insulating the remaining noise impacted dwelling units is at least \$130 million.

II. The Airport shall continue to implement its Airport Noise Mitigation Action Plan ("ANMAP") in accordance with the following amendments:

- A. The size of the Noise Impact Area shall not exceed 0.92 square miles (The size of the Noise Impact Area shown in the Quarterly Noise Report, SFIA, Third Quarter 1991, attached as EXHIBIT B.).
- B. The Airport will undertake actions necessary to control noise exposure so as to reduce the Noise Impact Area as defined in Section II.A. These actions may include, but are not limited to, the following:
 - 1. Enforcement of San Francisco Airport's Commission noise regulations adopted in Commission Resolution 88-0016, as amended by the Commission hereafter, provided that amendments to the Noise Control Regulations which would permit increased noise exposure shall require the approval of CalTrans;
 - 2. Enactment of other noise control measures deemed appropriate by the Commission;
 - 3. Expansion of the program described in Section III.A., as appropriate.
- C. For purposes of determining whether noise-sensitive land uses exist within the noise impact area, the following shall not be considered noise-sensitive land uses:

1. Dwelling units or public use buildings as described in Paragraph I.D. above which have been insulated against aircraft noise to meet state noise attenuation standards;
2. Dwelling units or public use buildings for which permits for new construction have been issued or obtained after the approval by the Federal Aviation Administration of the Noise Exposure Map described in Paragraph I.D., except that this exclusion shall not apply to dwelling units or public use buildings in the event that aircraft-generated noise exceeds the levels shown in the Quarterly Noise Report described in Paragraph II.A.; and
3. Dwelling units which have been acquired by the Airport.

III. The Airport shall, in conjunction with and in cooperation with other agencies where applicable, do the following:

- A. Commencing with calendar year 1992, the Airport shall guarantee annual funding for the Noise Insulation Program Fund in an initial annual amount of at least Twenty Million Dollars (\$20,000,000) from all sources, including FAA matching grants provided to the local jurisdictions. The \$20,000,000, as adjusted annually hereafter (as provided in paragraph III.A.4 below), may be provided through a combination of: Airport funds (as provided in Paragraph III.A.1 below); FAA matching grants provided to the local jurisdictions (as provided in paragraph III.A.2 below); and, other sources including FAA discretionary grants to the Airport, so-called "entitlement funding" due to the Airport, Passenger Facility Charges ("PFC") adopted by the Airport, and the Noise Surcharge described in Paragraph III.B. below. From this Noise Insulation Program Fund, up to Five Hundred Thousand and No/100ths Dollars (\$500,000.00) per annum may be used for administration by the local jurisdiction or entity administering the program.

The implementation of the program will be as follows:

1. The Airport shall, commencing in 1992 and continuing each year thereafter, deposit at least Four Million Dollars (\$4,000,000.00) into a trust fund ("trust fund") administered by the Airport. This annual Airport contribution may be used as the local matching funds required in order for the local jurisdictions to obtain 80% funding through

FAA grants (Note: Given a \$4.0 million annual contribution from the Airport, \$16 million of FAA funds could be received, resulting in a total funding of \$20 million from only these two sources.). However, regardless of the amount of FAA funds received, all of the Airport's annual contribution to the trust fund shall be distributed annually to local jurisdictions for use in the Noise Insulation Program.

2. Affected jurisdictions (city or county in which any portion of the noise impact area is located) shall apply each year to the FAA for an amount equal to 80% of its annual apportionment (as described in Paragraph III.A.3. below). The Airport will endeavor to assist the local jurisdictions to maximize the FAA contributions through the FAA's Airport Improvement Program ("AIP") and to expedite the process of filing of applications as efficiently as possible. The amount of any FAA grant received by the affected jurisdiction in that year shall be credited against its annual apportionment from the Noise Insulation Program Fund, and the Airport shall pay to the affected jurisdiction (or other entity administering the program) from the trust fund an amount equal to the required local matching funds for the FAA grant. To the extent that the total amount received by a local jurisdiction in any year from an FAA grant plus the 20% matching fund is less than the local jurisdiction's apportioned share of the Noise Insulation Program Fund (as provided in Paragraph III.A.3. below), the Airport shall pay to the affected jurisdiction the shortfall.
3. The Noise Insulation Program Fund will be apportioned annually to each of the affected jurisdictions proportionally, according to the numbers of eligible noise-impacted dwelling units at the beginning of the term of this variance (e.g. the total number of uninsulated dwelling units less the number of units for which noise insulation is under construction or out to bid from previously appropriated funds). Annual apportionment funds, if not used by the jurisdiction in the year of apportionment, may be used by that jurisdiction within four (4) years after the year of apportionment. At the end of the four (4) years, funds remaining from an annual apportionment will be reallocated among all affected jurisdictions

according to the apportionment provisions in effect at that time.

4. These annual obligations of the Airport shall be adjusted each year (but not reduced) by the amount of any increase in the Consumer Price Index, All Urban Consumers, for the San Francisco-Oakland-San Jose S.M.S.A. from the index for July 1991 to the index for July preceding the year in question.
 5. For purposes of administering this program, a "Joint Powers Authority" may be formed by the jurisdictions eligible to receive funds from the trust fund. That authority may elect to apportion funds in any given year in a manner different than that described above.
 6. The municipalities or Joint Powers Authority administering the noise insulation program shall be responsible for obtaining a noise easement from the owners of dwelling units and public use buildings insulated with Noise Insulation Program Funds. The easement granted shall be in the form of the standard form noise easement attached as EXHIBIT C.
 7. For purposes of eligibility for the noise insulation program, the integrity of neighborhoods will be maintained in the administration of noise mitigation programs along boundaries of the "noise impact area". No neighborhood shall be divided along lines of noise contours so that a portion outside the 65 dB+ CNEL boundary is ineligible; division of a neighborhood shall be only along a natural definitive boundary line (e.g., subdivision line, major arterial street).
- B. To provide funding for the Noise Insulation Program Fund and to provide incentives for noise reduction by aircraft operators, commencing no later than one (1) year after the date of approval of this variance, the Airport shall institute collection of a performance-based noise surcharge ("Noise Surcharge") to the landing fees. Examples include the environmental fee charged by Palm Beach Airport. The proceeds shall be deposited into the trust fund to provide funding of the Airport's obligation under Paragraph III.A. The Noise Surcharge shall be based upon the actual performance of the aircraft as measured at sideline monitors appropriately located for this purpose. An additional weight shall be added to recorded performance for evening and night operations, in at least the same ratio as additional weighting in

calculating CNEL. The Airport shall fund and install the equipment required to measure the performance data to be used in determining the amounts of the Noise Surcharge. This may include relocation of one or more monitors.

- C. Airport shall require each airline, as a condition to renewal of its lease, to submit an annual report on or before the first day of September of each year, which report shall include the airline's plans for acquiring new aircraft within the year, the airline's plans for re-engining existing aircraft, and the expected impact of such plans upon noise reduction. Lease renewals shall also require compliance with the hours restrictions in III.D. below.
- D. The Airport shall establish a curfew prohibiting the scheduling of Stage 1 and Stage 2 aircraft departures during night time hours as defined by the FAA of 10:00 P.M. to 7:00 A.M. This curfew shall be applicable to all turbo-jet/turbo-fan aircraft and "transport category" propeller driven aircraft. The Airport shall also prohibit power run-ups between 10:00 P.M. and 7:00 A.M. by mounted engines.
- E. Airport shall not knowingly permit or authorize and shall oppose any activity which results in a shifting of aircraft-generated noise from one community to another within the airport environs, including the cities of San Francisco and Oakland. This prohibition, however, shall not apply to temporary increases in CNEL's resulting from temporary increased use of certain runways because of construction or repair of others, or for other causes beyond the control of the Airport (e.g. weather, or wind conditions), nor shall it apply to temporary increases in the CNEL boundaries resulting from tests conducted to determine the feasibility of noise mitigation measures. Airport shall consult potentially affected municipalities prior to conducting said tests.
- F. The Airport shall seek relief from low-altitude overflights of the communities of Brisbane, San Francisco, South San Francisco and Pacifica by requesting that the FAA direct aircraft to fly the assigned SID as published and eliminate premature and delayed turns over the San Francisco Peninsula. For Runway 1 departures, any turn prior to three (3) miles from the end of the runway shall be deemed premature. For Runway 28 departures which require a right turn, turns after one (1) mile from the end of the runway shall be deemed delayed turns. The Airport shall also request the FAA to maximize use of published approach paths and to avoid use

of other vectors, to reduce low-altitude overflights of Foster City, Burlingame, and Hillsborough. Such requests to the FAA shall be made annually in writing, with copies to the Chief Pilot of all carriers operating from the Airport with a request that it be circulated to air crews operating at the Airports. A report of the numbers of aircraft making premature and delayed turns or making offtrack low-altitude arrivals compiled from the data acquired by the tracking system employed in the Noise Control Office shall be provided to the Airport/Community Roundtable. The report shall state the date and time of the flight, the name of the carrier, flight number, and aircraft type. The Airport shall fund and install any additional equipment required to monitor flights and collect data required for the report.

- G. In order to ensure that State Noise Monitoring Regulations contained in Title XXI, subchapter 6, Article 8 of the California Administrative Code are complied with and that noise contour lines are developed with greatest accuracy, the Airport agrees to have CalTrans, or an independent consultant selected by CalTrans, annually review the Airport's noise monitoring system (including calibration of monitors and map preparation). The Airport agrees to take whatever action to achieve compliance CalTrans directs as a result of such review.

- IV. The Airport shall comply with all regulations and policies set forth by the Federal and State Governments. The Airport shall also comply with all programs and policies established in the Joint Land Use Study and the FAR Part 150 Study regarding eligibility for noise insulation funding and land use approvals by local government. Notwithstanding the foregoing, the Airport shall not be precluded from adopting stricter noise standards for aircraft operations than FAA requirements.

SAN FRANCISCO AIRPORTS COMMISSION



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MINUTES

JULY 7, 1992

FRANK M. JORDAN, MAYOR

COMMISSIONERS

PATRICK A. MURPHY
President

J. STANLEY MATTISON
Vice President

L. ANDREW JEANPIERRE

JAMES K. HO

MARIE K. BROOKS

LOUIS A. TURPEN
Director Of Airports

**SAN FRANCISCO INTERNATIONAL AIRPORT
SAN FRANCISCO, CALIFORNIA 94128**

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of the Minutes
Airports Commission

July 7, 1992

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Minutes
of the
Airports Commission Meeting

July 7, 1992

A court reporter's transcript of this meeting is available upon request.

A. CALL TO ORDER:

The regular meeting of the Airports Commission was called to order at 9:05 A.M. in Room 282, City Hall, San Francisco, Ca.

* * *

B. ROLL CALL:

Present:

Patrick A. Murphy, President
J. Stanley Mattison, Vice President
L. Andrew Jeanpierre
James K. Ho
Marie K. Brooks

* * *

C. ADOPTION OF MINUTES:

The minutes of the regular meeting of June 16, 1992 were adopted by order of the Commission President.

No. 92-0198

* * *

D. ANNOUNCEMENT BY SECRETARY:

In accordance with Section 54957.1 of the Brown Act, Jean Caramatti, Commission Secretary announced unanimous adoption of resolution no. 92-0197 regarding the settlement of a claim for Carol Sitzenstatter at the closed session of June 16, 1992.

* * *

E. ITEMS INITIATED BY COMMISSIONERS:

Commissioner Murphy welcomed Commissioner Brooks to the Commission.

* * *

F. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:

Item nos. 1 and 2 were adopted unanimously.

1. Resolution Considering the Applicability of the Host International Food and Beverage MBE/wBE Sublease Plan to Host and City Employees

No. 92-0

2. Modification of Bond Counsel Contract

No. 92-01

Resolution authorizing modification of Bond Counsel Contract with Orrick Herrington & Sutcliffe and Pamela S. Jue.

* * *

G. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

Item nos. 3 through 8 were adopted unanimously.

3. Amendment to Noise Abatement Regulation in Response to Q707 Decision

No. 92-01

4. Amendments and Additions to the Airports Rule & Regulations Including Changes to the Permit Regulations Governing Limousine Operations

No. 92-01

5. Reimbursement for Relocation Costs
Thomas Cook Foreign Currency Services, Inc.

No. 92-01

Resolution authorizing a reimbursement for relocation costs to Thomas Cook Foreign Currency Services, Inc., not to exceed \$18,311.

6. Children's Participatory Museum - Endorsement of Concept

No. 92-01

Resolution endorsing the concept of a Children's Participatory Museum to be constructed in the Airport and authorizing staff to begin the planning of such a facility.

7. Resolution Ratifying Personnel Actions

No. 92-01

Resolution, in accordance with the requirements of San Francisco City Charter Section 3.501, ratifying and approving certain personnel actions taken by the Director of Airports.

8. Travel/Training for FY 1992/93

No. 92-01

* * *

H. PUBLIC HEARING:

The public hearing was convened at 10:19 A.M. and adjourned at 12:07 P.M., there being no further comments from the public.

9. Hearing on the Airport Master Plan

The public hearing was convened at 12:08 P.M. and adjourned at 12:09 P.M., there being no further comments from the public.

10. Hearing On FY 1992/93 Rates and Charges

Hearing concerning the proposed terminal rental rates, landing fees and jet bridge use fees for FY 1992/93.

* * *

I. NEW BUSINESS:

There was no discussion by the Commission.

* * *

J. CORRESPONDENCE:

There was no discussion by the Commission.

* * *

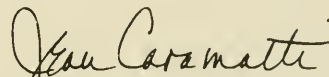
K. CLOSED SESSION:

The Commission may convene in closed session to discuss potential litigation in accordance with Government Code Section 54956.9(B)(1).

* * *

L. ADJOURNMENT:

There being no further calendared business before the Commission the meeting adjourned at 12:11 PM.


Jean Caramatti
Commission Secretary

July 5, 1992

Airports Commission
City & County of San Francisco
San Francisco International Airport
San Francisco, CA 94128

Dear Commission Members:

I request postponement of a final decision on the Master Plan and filing of a Notice of Determination from July 7, 1992 and July 27, 1992. I request postponement until Fall, 1992 for the following reasons:

concerns listed in the three workshop sessions need to be responded to with feasible mitigation measures

the ongoing meetings of CCAG's Ad Hoc Committee with the Director of Airports to discuss and then develop a mitigation package

the absence of many impacted citizens from the workshop and hearing process due to end of the school year, graduations, and then family vacations

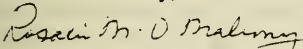
recent political activity underscoring noise-insulation instead of focus on the underlying problem pervading even more communities - the noise-problem, e.g., back-blast in my community of Burlingame, as well as in Hillsborough and the Millbrae highlands.

My constituents who participated in the three workshops call for more time. They seek assurance from your commission that you will adopt reasonable mitigation measures providing adequate relief from the expansion, or - in the event that such is impossible - community members call for findings that the proposed mitigation measures are unreasonable.

SFIA lies entirely in San Mateo County. Its impact - current and future - will bear heavily on the local communities in our county. Many constituents have asked me why there has been no hearing in San Mateo County. I, therefore, request that you hold your next public meeting in San Mateo County, preferably on a site providing easy access, adequate space and parking. I suggest either Skyline College or College of San Mateo.

I want to thank each of you for your openness to previous requests for workshops to be held in San Mateo County. The presence of one or more of you at these meetings was also appreciated. I trust now that you will give a fair hearing to this request for the holding of the next public hearing in San Mateo County.

Yours Sincerely,



ROSALIE M. O'MAHONY, Councilwoman, City of Burlingame

Host International, Inc. MBE/WBE Sublease Plan

The Host International, Inc. MBE/WBE Sublease Plan Pursuant to Section 13 of the Modification to Lease (the "Plan") was negotiated among the Airport, various community groups, and Host International, Inc. The Plan was approved by the San Francisco Airports Commission on February 4, 1992. As a result of a consensus between the Airport and the various community groups, it was agreed that proponents could come from the six county Bay area but that proponents based in San Francisco County would receive a five percent preference in scoring of their proposals. The Plan contained no limitation preventing participation by present or former employees of Host or the City.

The Plan spelled out in detail, among other things, the process to be followed in soliciting proposals and awarding the subleases to minority business enterprises and women business enterprises, the selection criteria to be applied, and the membership of the Selection Committee. As stated in the Plan, "Host's goal is to award each sublease to the best qualified proponent consistent with the City's desire that all of the various groups which make up the City be represented at the Airport".

Phase I of the Plan, the award of subleases for The Carousel Shop, The Golden Gate Bar and Snack Bar #8, and The Vista Bar and "TCBY", has been completed and the three subtenants approved by the Airports Commission on June 16th are now conducting operations at the Airport.

As indicated on the accompanying exhibits, thirty seven proposals were submitted for the sublease for the Carousel Shop, with one proposal being withdrawn by the proponent prior to the interview stage. Of the remaining thirty six proposals, the five highest scoring proponents (all of which were based in San Francisco County) were interviewed by the Selection Committee. Twenty proposals were submitted for the sublease for The Golden Gate Bar and Snack Bar #8, with one proposal being withdrawn by the proponent prior to the interview stage. Of the remaining nineteen proposals, the five highest scoring proponents (three of which were based in San Francisco County) were interviewed by the Selection Committee. Twenty four proposals were submitted for the sublease of The Vista Bar and "TCBY", with one proposal being withdrawn by the proponent prior to the interview stage. Of the remaining twenty three proposals, the six highest scoring proponents (three of which were based in San Francisco County) were interviewed by the Selection Committee.

Awards of the three subleases in Phase I resulted in subleases to a women business enterprise and two minority business enterprises, one of which was owned by an Asian-American and the other by an African-American.

Requests for proposals have been promulgated for both subleases to be awarded in Phase II of the Plan, and nine proponents, five of which are based in San Francisco County, have submitted proposals for The Hangar Restaurant and Bar and Employee Cafeteria #2. Proposals for La Strada and The Fog Bank Bar are due July 31st.

The Carousel Shop

1.	Avery McGinn	1,475
2.	<i>Ping Lee and Hong Huey</i>	991
3.	Original Double Rainbow Joint Venture	925
4.	Pathama Parikonont	867
5.	Coronar Group	838
6.	Thoi Nguyen and Raphael Chan-Sen	634
7.	Air Faire Enterprises	618
8.	Carucci and Company	597
9.	HY Enterprises	594
10.	A & J Hospitality Management, Co.	525
11.	K.H.C. & Associates	507
12.	KASS Management Services, Inc.	488
13.	Eastwind Books & Arts, Inc.	486
14.	Chi-Sheng Tuan	479
15.	Tan Enterprises	463
16.	Western Motives	460
17.	Soo Im Park and Jong Min Park	449
18.	Group 8 Inc.	443
19.	Winnie Tuan	433
20.	William & Linda Corley	427
21.	Walter & Patricia Curd	424
22.	Eastern Sea, Inc.	421
23.	<i>Alvarado - Scodel</i>	419
24.	A & B Enterprises	409
25.	Ashook and Mansoor's Food Services, Inc.	401
26.	Lita L. Sarmiento	372
27.	Francisca Wikkeling/Cisca's Catering	371
28.	Committed Group	355
29.	GGG Associates	352
30.	Rodolfo Lao & Erotida Lao	351
31.	C & H Company	350
32.	Mukesh Chellani	323
33.	<i>Connie Mei-Yuk and Thomas L. Chan</i>	250
34.	Hope Airport Partnership	213
35.	<i>Kyo M. Ahn</i>	160
36.	Dragon City Restaurant	102

Bold -- Based in San Francisco County

Italic -- At least one Host employee is a principal

1 proponent with a Host employee principal withdrew prior to the interview stage.

4 of 36 proponents had a least one Host employee as a principal.

24 of 36 proponents were based in San Francisco County.

Snack Bar #8 and The Golden Gate Bar

1.	<i>Susanna Tong</i>	1,341
2.	<i>Ping Lee and Hong Huey</i>	985
3.	<i>Thoi Nguyen and Raphael Chan-Sen</i>	879
4.	<i>Thigpen, Ltd.</i>	873
5.	<i>A & J Hospitality</i>	849
6.	<i>William & Linda Corley</i>	508
7.	<i>Lita L. Sarmiento</i>	500
8.	<i>Loo Im Park and Jong Min Park</i>	498
9.	<i>Winnie Tuan</i>	467
10.	<i>R & B Company</i>	436
11.	<i>Tan Enterprises</i>	430
12.	<i>WJS Food Company</i>	422
13.	<i>Ashook & Mansoor's Food Services Inc.</i>	413
14.	<i>Patricia Baltazar</i>	400
15.	<i>Heller Roberts</i>	397
16.	<i>Francisca Wikkeling/Cisca's Catering</i>	378
17.	<i>A & B Enterprises</i>	349
18.	<i>Mukesh Chellani</i>	337
19.	<i>M & B Food Service</i>	287

Bold -- Based in San Francisco County

Italic -- At least one Host employee is a principal

1 proponent with a Host employee principal withdrew prior to the interview stage.

2 of 19 proponents had a least one Host employee as a principal.

10 of 19 proponents where based in San Francisco County.

The Vista Bar and "TCBY"

1.	Curd & Curd	1,428
2.	A & J Hospitality	898
3.	Thoi Nguyen and Raphael Chan-Sen	891
4.	<i>Wayne and Clara Chui</i>	858
5.	KASS Management Services, Inc.	858
6.	World Connect, Inc.	783
7.	Lita Sarmiento	564
8.	Vista International	535
9.	Soo Im and Jong Min Park	522
10.	Winnie Tuan	511
11.	Francisca Wikkeling/Cisca's Catering	508
12.	William and Linda Corley	506
13.	SMFC Consultants, Inc.	501
14.	Western Motives	459
15.	Check Stop, Inc.	453
16.	L & A Company	425
17.	Tan Enterprises, Inc.	414
18.	Mukesh Chellani	414
19.	Ashook and Mansoor's Food Service, Inc.	378
20.	Kingsway Fashions	362
21.	Sophie Tham	302
22.	Elena Espin	271
23.	M & B Food Service	208

Bold -- Based in San Francisco County

Italic -- At least one Host employee is a principal

1 proponent with a Host employee principal withdrew prior to the interview stage.

1 of 23 proponents had at least one Host employee as a principal.

16 of 23 proponents were based in San Francisco County.

Proponents for The Hangar and Employee Cafeteria #2

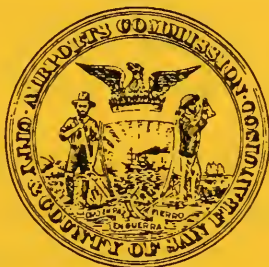
1. A&J Hospitality Management, Inc.
2. Bomada Associates
3. **Group 8, Inc.**
4. **KASS Management Services, Inc.**
5. **K.H.C. & Associates**
6. Rober L. Luster – Luster's Groceries
7. MLP Enterprises / Curd & Curd
8. **Thoi Nguyen & Raphael Chan-Sew**
9. **Western Sports Enterprises, Inc.**

Bold – Based in San Francisco County and will receive a 5% credit.

None of the 9 proponents have a Host employee as a principal.

5 of 9 proponents are based in San Francisco County.

SAN FRANCISCO AIRPORTS COMMISSION



MINUTES

JULY 21, 1992

DOCUMENTS DEPT.

AUG 28 1992

SAN FRANCISCO

FRANK M. JORDAN, MAYOR

COMMISSIONERS

PATRICK A. MURPHY
President

J. STANLEY MATTISON
Vice President

L. ANDREW JEANPIERRE

JAMES K. HO

MARIE K. BROOKS

LOUIS A. TURPEN

Director Of Airports

SAN FRANCISCO INTERNATIONAL AIRPORT
SAN FRANCISCO, CALIFORNIA 94128

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of the Minutes
Airports Commission

July 21, 1992

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	4.	Award Contract 3013 - Re-roof International Terminal & B/A "D"	92-0212	4
	5.	Bid Call - Public Pay Telephone Agreement	92-0213	4
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G.	CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:		
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8.	Amend Policy on Green Living Plants in Terminal Buildings	92-0216	5
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Minutes
of the
Airports Commission Meeting

July 21, 1992

A court reporter's transcript of this meeting is available upon request.

A. CALL TO ORDER:

The regular meeting of the Airports Commission was called to order at 9:00 A.M. in Room 282, City Hall, San Francisco, Ca.

* * *

B. ROLL CALL:

Present: Patrick A. Murphy, President
J. Stanley Mattison, Vice President
L. Andrew Jeanpierre
James K. Ho

Absent: Marie K. Brooks

* * *

C. ADOPTION OF MINUTES:

The minutes of the regular meeting of July 7, 1992 were adopted by order of the Commission President.

No. 92-0208

* * *

D. ITEMS INITIATED BY COMMISSIONERS:

There were no items initiated by Commissioners.

* * *

E. PENDING LEGISLATION:

Item No. 1 was adopted unanimously.

1. Resolution Opposing SB 226, as Amended

No. 92-0209

* * *

F. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:

Item nos. 2 through 6 were adopted unanimously.

2. Resolution Clarifying When a Business is Eligible for Registration Under the Host MBE/WBE Sublease Plan

No. 92-0210

3. Adoption of Fiscal Year 1992/93 Rates and Charges

No. 92-0211

Resolution adopting terminal rental rates, landing fees and jet bridge use fees for fiscal year 1992/93.

4. Award of Contract No. 3013
Re-roof International Terminal and Boarding Area "D"

No. 92-0212

Resolution awarding Contract 3013 to Western Roofing Services in the amount of \$1,383,927.00.

5. Authorization to Receive Bids: Public Pay Telephone Agreement

No. 92-0213

Resolution approving leasehold specifications and authorizing staff to receive bids for the Public Pay Telephone Agreement.

6. Award Professional Services Contract: Implementation of Water Reclamation Project at Industrial Wastewater Treatment Plant

No. 92-0214

Resolution awarding P.S.A. to Kennedy/Jenks Consultants.

* * *

G. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

Item nos. 7 through 10 were adopted unanimously.

7. Modification No. 5 of Agreement with Howard, Rice, Nemerovski, Canady, Robertson & Falk - \$175,000.00

No. 92-0215

Resolution approving Mod. No. 5 of agreement with the law firm of Howard, Rice, et al to increase funding by \$175,000.00; all other terms and conditions to remain unchanged.

8. Amendment to Airport Policy on Green Living Plants in the Terminal Buildings

No. 92-0216

Resolution to approve amendment of Resolution 79-0114 and endorse installation of two artificial Christmas trees in the International Terminal.

9. Modification to Exhibition Schedule

No. 92-0217

Modifications to previously approved Exhibition Schedule per Resolution No. 91-0119 for Fall 1992 to Spring 1994.

10. Travel/Training

No. 92-0218

* * *

H. PUBLIC HEARING:

The public hearing was convened at 9:35 AM and closed at 10:18 AM, there being no further comments from the public.

11. Master Plan Mititgation Measures

* * *

I. NEW BUSINESS:

Item no. 12 was adopted unanimously.

12. Resolution Authorizing an Informational Meeting to Discuss Airport Master Plan Mitigation Measures

No. 92-0219

* * *

J. CORRESPONDENCE:

There was no discussion by the Commission.

* * *

K. CLOSED SESSION:

The Commission may convene in closed session to discuss potential litigation in accordance with Government Code Section 54956.9(B)(1).

* * *

L. ADJOURNMENT:

There being no further calendared business before the Commission the meeting adjourned at 10:30 AM.


Jean Caramatti
Commission Secretary

April 3, 1992

Iris Dorau, Spokesperson for the
Residents of Avalon Pines
459 Almanor Avenue
South San Francisco, CA 94080

Mayor and City Council Members
P.O. Box 711
South San Francisco, California 94083

Dear Mayor and City Council Members:

This letter is written by and on behalf of the residents of Avalon Pines in the City of South San Francisco.

The purpose of this letter is to inform you of our concerns regarding the plan that was adopted for the implementation of the Aircraft Noise Insulation Program.

We understand that the plan was adopted to insulate the homes that are effected by the aircraft noise from the San Francisco International Airport. We realize that aircraft traveling to and from runway 28 is the primary cause for the noise problem in the city of South San Francisco. Finally, we are aware that homes effected with the highest decibel level will receive first priority.

Our concern is with the selection process. You have decided that the residential areas with the highest decibel level will receive first priority. This selection process does not take into account the age of the homes. Further, this selection process does not account for the fact that the residents who chose to live in close proximity to the airport took notice of the fact that there would be loud aircraft noise.

Many Avalon Pines' residents have resided in the area for more than thirty years. Many Avalon Pines' homes are also over thirty years old. Thus, Avalon Pines' residents and their homes have been subjected to the San Francisco International Airport noise much longer than the residential areas that are receiving first priority under the Aircraft Noise Insulation Program. When some of the residents of Avalon Pines purchased their homes, thirty years ago, they were not put on the same type of "notice" as the residents that are receiving first priority for the Aircraft Noise Insulation Program today.

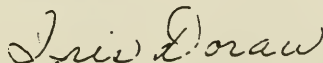
Many of the residents of Avalon Pines reside in homes with single-pane windows. Over the years the windows have been rattled by the noise and vibration from the airplanes. The windows have been damaged and loosened from the frames to the point where they no longer provide any insulation. Thus, the energy bills continue to climb.

Some of the very elderly residents of Avalon Pines may never live to see their homes benefit from the Aircraft Noise Insulation Program because it may be 10 to 20 years before the program reaches their area. While the residents of Avalon Pines wait for assistance, some have taped their window panes to the frames for fear that the windows panes may fall out. Others have had no choice but to replace the windows. These selected few did not and will not receive any credit for the replacement of their windows through the Aircraft Noise Insulation Program.

As residents of Avalon Pines, we urge the board to address our concerns. We believe that an exception can be carved out of the general plan for "emergency" situations. The current plan fails to provide a "human" element and results in hard and fast rules. If this is a program designed truly to benefit the residents of the City of South San Francisco, individual concerns must be taken into consideration on a case by case basis where an "emergency" situation is involved.

Please find the attached signatures of the residents of Avalon Pines. The signatures indicate that these residents support this letter written by and on behalf of the residents of Avalon Pines.

Sincerely,



Iris Dorau, Spokesperson for the
Residents of Avalon Pines

cc: Mayor, John Penna
Vice Mayor, Roberta Teglia
Councilman, Jack Drago
Councilman, Gus Nicolopoulos
Councilman, Joe Fernekes

My signature evidences my support for the letter of March 19, 1992 urging the Mayor and Council Members of the City of South San Francisco to address the concerns of the residents of Avalon Pines.

1. Mrs. Jane & Donnell 459 Almaden Ave 583-4111
2. Mrs. & Mr. John Norman 540 Valverde Dr. 583-8655
3. Mrs. Sam & M. Paul 541 Valverde Dr. 871-1744
4. Mrs. & Mrs. Felipe Rios 549 Valverde Dr. 953-5327
5. Mr. & Mrs. Frank Hol 476 Yellowstone Dr.
6. Stanley & Beren 537 Valverde Dr. 871-4993
7. Mr. & Mrs. Walter McElroy 533 Valverde Dr. 589-5758
8. MR. & MRS. Dante Pines Dr. 524 Valverde Dr. 583-2352
9. Mr. & Mrs. Roger Angel 512 Valverde Dr. 589-3000
10. Mr. & Mrs. William Coon 501 Valverde Dr. 583-2646
11. Mrs. Hildegard B. Klege 517 Valverde Dr. 589-3167
12. Mr. Lloyd Ph. Lips 456 Almaden Ave 583-5446
13. Mrs. Marion Ellington 452 Almaden Ave 588-2886
14. Paul Elmer 459 Yellowstone Dr. 583-7905
15. Joseph J. Green 453 Yellowstone Dr. 761-219
16. William B. East 447 Yellowstone Dr. 583-9030
17. Jeanne Bonelli 437 Yellowstone Dr. 589-4908
18. Robert Hefner 432 Yellowstone Dr. 589-0499
19. Mr. & Mrs. Otto Kuevel 456 Yellowstone Dr. 589-552
20. Mr. & Mrs. John Kuevel 452 Yellowstone Dr. 583-1219
21. William J. Reich 545 Valverde Dr. 589-6070
22. Barbara A. Reich 545 Valverde Dr. 589-6079
23. Constance P. Murphy 529 Valverde Dr. 587-8230
24. Francis C. Murphy 529 Valverde Dr. 589-5730
25. Donna E. Murphy 529 Valverde Dr. 872-2264
26. Marilyn Kuevel 452 Yellowstone Dr. 583-5699

27. Marianne McDonald 448 Mariposa Dr. ⁵⁸⁹⁻⁴⁸⁵
28. Reiko Cecilia 444 Mariposa DR. ⁷⁴²⁻⁹⁸⁵⁷
29. Mary Daniel Kwikia 432 Mariposa Dr. ⁵⁷²⁻⁰⁵⁸¹
30. Anthony J. Bluffy 424 Mariposa Dr. ⁵⁸⁸⁻⁵²⁶⁰
31. Patricia Mieraz 19 - Shasta Ct ⁵⁸⁹⁻⁵¹²²
32. Cyril M. Bishop 536 Yosemite Dr. ⁵⁸⁴⁻⁴⁷⁶⁵
33. Allyn 544 Yosemite Dr. ⁵⁸⁵⁻³⁶⁹⁹
34. Julia Bertozzi 552 Yosemite ⁵⁸³⁻⁴⁹³⁶
35. Paul Bertson 552 Yosemite Dr. ⁵⁸³⁻⁹⁹³⁶
36. Doris Morgan 420 Yellowstone ⁵⁸⁹⁻⁷⁷⁶⁰
37. Victor A. Valdivia 424 Autumn Ave ⁵⁷⁶⁻⁰¹⁰⁵
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July 20, 1992

Via Hand Delivery

Mr. Patrick Murphy, President
and Members of the Airports Commission
Airports Commission
San Francisco City Hall, Room 282
San Francisco, CA

Re: Commission Action on Draft "San Francisco
International Airport Master Plan Mitigation
Program" of July 15, 1992
Public Hearing: July 21, 1992

Dear President Murphy
and Members of the Airports Commission:

This office represents The Koll Company, the developer of Koll Center Sierra Point, substantial acreage located east of U.S. Highway 101 in the Cities of South San Francisco and Brisbane. The purpose of this letter is to request that the Airports Commission adopt appropriate mitigation for certain environmental impacts identified in the Environmental Impact Report (EIR) for the proposed expansion at San Francisco International Airport. Koll has reviewed the Draft "San Francisco International Airport Master Plan Mitigation Program" dated July 15, 1992. For the reasons that follow, the mitigation measures set forth in that Mitigation Program as "measures suggested for inclusion in the Master Plan" are inadequate to mitigate the impacts identified in the EIR.

First, the Mitigation Program suggests the adoption of certain mitigation measures and rejects other measures without any supporting evidence, explanation or reason given at all for such categorization. There is no substantial evidence, nor the necessary findings, to justify the asserted adequacy of the suggested measures, or the inappropriateness of rejected ones. It is impossible for Koll and the public to determine why certain measures were deemed feasible and others were not. For example, the housing section of the Mitigation Program rejects as infeasible the development of residential housing east of U.S. Highway 101 without any supporting evidence given. (Page 31.) The Mitigation Program contains inadequate information upon which

the Airports Commission could ultimately adopt or reject certain mitigation measures.

Moreover, the Mitigation Program never defines the "inappropriate" nature of some of the mitigation measures. Does "inappropriate" mean too costly? Disfavored? Not technically feasible? The document categorizes some measures as "infeasible or inappropriate." Does that mean that the Commission has categorized certain measures as feasible, but inappropriate? For example, the Mitigation Program rejects noise surcharges as "infeasible or inappropriate," although such surcharges have been put into effect at other airports in the country. (Page 15, ¶ 10.) An explanation of the categories termed "infeasible" and "inappropriate" is required.

Second, the suggested mitigation measures set forth in the Mitigation Program, including measures addressing noise, housing, and transportation, will not adequately mitigate the significant impacts to be expected from the Airport's expansion. (Koll's letter of May 20, 1992 to the San Francisco City Planning Commission, a copy of which is attached, discusses these expected impacts in detail.) For example, concerning housing impacts, although a significant impact on housing demand will result from the expansion, the Mitigation Program suggests only one mitigation measure for housing impacts--a clearance center for Airport employees. (Page 30.) While such a center may assist employees in locating existing housing stock, it does nothing to actually increase the supply to meet the housing demand that will be created by the new jobs at the airport. Similarly, concerning transportation impacts, the Mitigation Program rejects as infeasible the meritorious suggestion from the public that traffic impacts be considered in conjunction with housing demand. (Page 28, ¶ 10.) Moreover, although the Program suggests spending \$250,000 to study the traffic problem, such a study does not and cannot replace the adoption of measures that would lessen the expected impact on traffic.

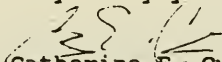
Third, it is apparent from a review of the Mitigation Program that the Airports Commission has not seriously considered, and does not intend to consider, mitigation measures suggested by the public during the recent round of workshops and hearings. For example, all three mitigation measures suggested as feasible for noise impacts were already set forth in the EIR; the public's suggestions were either rejected as infeasible or recommended to be forwarded to another agency or entity. For noise impacts, all eighteen of the measures suggested for adoption originated from the EIR or from Airport staff. For

July 21, 1992
Page 3

housing impacts, the sole measure suggested for adoption was proposed by Airport Staff.

Koll requests that the Commission reconsider adopting some of the mitigation measures that are categorized by the Mitigation Program as infeasible. The Commission should put in place a mitigation program that will provide adequate mitigation for this project's expected significant impacts. The Draft Mitigation Program fails to do so and is, therefore, insufficient to comply with the provisions of the California Environmental Quality Act.

Very truly yours,



Catherine E. Cutler

Attachment

cc: Douglas A. Thomas, The Koll Company
Ronald Rainey, Esq.

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May 20, 1992

Mr. Sidney Unobskey, President
and Members of the City Planning Commission
San Francisco City Planning Commission
450 McAllister Street, 6th Floor, Room 600
San Francisco, CA 94102

Re: Proposed Final EIR Certification for San Francisco
International Airport Master Plan
(Commission Agenda on May 21, 1992)

Dear President Unobskey
and Members of the City Planning Commission:

This office represents The Koll Company, the developer of Koll Center Sierra Point, developer of substantial acreage located east of U.S. Highway 101 in the Cities of South San Francisco and Brisbane. The purpose of this letter is to explain our primary concerns regarding: (1) the Draft Environmental Impact Report for the San Francisco International Airport Master Plan dated July 1991 (hereinafter, "Draft EIR"); and (2) the Draft Summary of Comments and Responses to the Environmental Impact Report dated May 7, 1992 ("C&R").

For the reasons that follow, we urge the City Planning Commission not to certify the Draft EIR as final at its hearing scheduled for May 21, 1992. Instead, as explained in detail below, we request that the Draft EIR be revised to include certain necessary mitigation measures, as well as substantial additional data and analyses. A new Draft EIR should then be recirculated for public comment.

Request for Delay: Addressing an important procedural issue first, our opportunity to review the C&R has been limited unfairly by the Department of City Planning to an insufficient amount of time. The C&R is dated May 7, 1992, yet a final certification hearing on May 21, 1992 is scheduled. The C&R for expansion of San Francisco International Airport (the "Airport") exceeds 450 pages and addresses numerous important issues. We have not had adequate time to review the C&R thoroughly, let alone analyze all of the Responses in the C&R and provide the Commission

with that analysis. In order that we and others may have a sufficient opportunity to review and analyze the C&R in depth, we have already requested by letter dated May 15, 1992 that the Commission delay the certification hearing by 60 days at a minimum.

This requested delay is fully justified. The expansion of the Airport is a significant project that will have a major impact on the entire Bay Area. From our initial brief review, the C&R appears to be wholly inadequate and does not conform to the requirements of the California Environmental Quality Act (CEQA). Therefore, the Draft EIR should not be certified as written on May 21, 1992. Substantial revisions are called for, in particular to incorporate stronger measures to mitigate adverse noise, housing, and transportation impacts, among other mitigation measures and revisions. A certification hearing on May 21 would be premature.

Consultation With Other Agencies Is Required: It is clear that there are major problems with the Draft EIR that the Commission must be prepared to remedy before certifying the EIR as final. The Commission is required under CEQA, Public Resources Code sections 21092.4 and 21153, to consult with other agencies regarding certain issues addressed in the EIR. For a project of this magnitude, this consultation requirement should not be taken lightly. It is apparent, however, from the lack of adequate mitigation measures set forth in the C&R, that the required consultation cannot have taken place for this project.

For example, Caltrans commented on the Draft EIR that "... project generated traffic should be mitigated so that LOS [Level of Service] standards on facilities identified in both San Mateo and San Francisco counties Congestion Management Plans are not adversely affected." (C&R.158.) The Airport's Response to this comment manifests a lack of consultation with Caltrans. The Response given to Caltrans' comment is inadequate, because no true mitigation measures to maintain Level Of Service standards are proposed for any of the expansion's adverse impacts on freeway congestion.

The only traffic mitigation measures proposed are relatively minor improvements to existing local intersections and monitoring of traffic on El Camino Real, and at a few major intersections near the Airport. There is no true mitigation proposed for the expected increase in volume of traffic on the freeways due to the Airport expansion. Thus, as the Commission has not responded at all to Caltrans' concerns, the Commission cannot be said to have truly consulted with Caltrans to devise an effective solution to the traffic impacts. Other Responses in the

EIR illustrate this failure to consult with appropriate agencies in a strikingly similar fashion.

Problems with the Draft EIR and C&R: Our major concerns over the Responses in the C&R stem from the lack of adequate mitigation measures set forth in the C&R, relating in particular to adverse noise, transportation and housing impacts. Because of the significance of the Airport expansion, our comments in some instances restate comments of others on the Draft EIR, particularly where we believe that the responses in the C&R to particular comments are inadequate.

A. Noise Impacts

Contrary to the assertions of the Draft EIR, it is not at all clear that the Airport expansion will not result in increased noise. The Draft EIR expects a 26% increase in total annual aircraft operations (take-offs and landings) between 1990 and 2006. (Draft EIR, p. 24.) Although the Draft EIR expects that larger, quieter aircraft and higher passenger occupancy levels will not result in higher noise levels by 2006 (see Draft EIR, p. 452), this assertion is unsupported by evidence in the Draft EIR and is clearly conjecture. As stated in an article in the San Francisco Independent of August 27, 1991 entitled "Airport Growth Alarms Citizens", the Airport Noise Committee of the San Francisco Board of Supervisors is concerned that the expansion will create more noise and that the difference in noise using newer, quieter aircraft may be barely perceptible.

It is far from clear that total aircraft operations will increase by only 26%. An increase of 26% seems too small when compared to the expected 71% increase in annual passengers and the expected 55% increase in cargo and mail activity. (Draft EIR, p. 24.) As a preliminary matter, the C&R should explain, in a comprehensible fashion, the statistical and other empirical assumptions that have been made in anticipating larger, quieter aircraft and higher passenger occupancy levels. Absent a compelling case that more flights mean less noise, noise mitigation measures should be required and should be monitored for effectiveness. What noise mitigation is proposed in the C&R is inadequate to address the problem of increased noise, as explained below.

1. Noise Insulation Program: One mitigation measure included in the C&R is the existing Noise Insulation Program. However, this program has been implemented too slowly to constitute an effective mitigation measure, and has been underfunded. With the increased revenues to the Airport expected from the expansion

plan, the Airport should pledge even greater resources towards this program for all impacted communities.

The Airport, in conjunction with the FAA and surrounding cities, should continue to refine and improve the program by providing additional funding commensurate with the number of eligible homes and speeding up the snail's pace at which homes have been insulated. We recommend establishment of mitigation measures in the Draft EIR that would: (1) consistent with a recently-adopted Airport Round Table policy, set a deadline of the year 2000 as the date by which all eligible homes will have been insulated; and (2) provide adequate annual funding to insulate all eligible homes during that period.

2. Decrease in Noise-Impacted Areas: Federal and state laws require the Airport to reduce noise impacts over the long range, as projected in Table 52 of the Draft EIR (p. 34). It is clear from a comparison of Figures 20 and 32 of the Draft EIR that total land areas impacted by airport noise are expected to shrink substantially by 1996 if the underlying data are correct. For example, for the period 1990-2006, there is a projected decrease in noise at noise monitor 15 (located east of U.S. Highway 101 in South San Francisco) from a dB CNEL level of 62.2 to 55.4. (Draft EIR, Table 53.) The number of persons in residential areas that are exposed to aircraft noise is also expected to decrease from 14,980 to 6,600 persons by 2006. (Draft EIR, Table 52.) Maps showing an even greater reduction of noise-impacted areas were provided for the No-Project Alternative for 1996 and 2006. (Draft EIR, Figures 34, 35.)

Although we applaud these projected results, the results are based on various assumptions which may not occur without the adoption and continued monitoring of strong mitigation measures to ensure their occurrence. Therefore, to enforce this expected decrease in the number of persons and the total area exposed to aircraft noise, we recommend that strict mitigation measures be adopted to ensure that these results actually occur within the projected time frame.

3. Single-Event Noise Mitigation: Even with an expected reduction of overall noise impacts as predicted by the Draft EIR, single-event noise will still present the problem to surrounding communities that it does today. The C&R concedes that the projected increase in aircraft activity is expected to cause a corresponding increase in frequency of single-event noise impacts. (C&R.228.) The Airport expansion provides a golden opportunity to address this troublesome issue; however, the C&R sets forth no specific mitigation measure addressing single-event noise.

Although a considerable number of comments were received addressing the single-event issue, the Responses in the C&R are sketchy at best and do not provide any solutions to the problem. Because most single-events which disturb sleep patterns occur in late evening hours, we suggest that mitigation measures be adopted addressing single-event noise. Such measures might include: (1) the Airport should consider imposing new restrictions on hours for take-offs and landings; and (2) imposing special noise impact mitigation fees on late-night take-offs and landings (particularly for cargo planes). Although these suggestions have been raised before in other forums, the Airport expansion is the ideal opportunity to reconsider such restrictions.

B. Transportation Impacts

As with noise impacts, the C&R does not provide adequate mitigation for adverse traffic impacts. For example, the expected impact on traffic on freeways surrounding the Airport will be very significant. The total daily traffic volume is expected to increase during the period from 1990 to 2006 from 110,700 vehicles per day to 168,500 per day. (Draft EIR, Summary, p. 4.) The Level of Service on southbound Highway 101 will decrease from Level C to Level E. (Draft EIR, p. 319.) The Level of Service on northbound Highway 101 will decrease from Level C to Level F. (Id.) The Level of Service on Interstate 380 will decrease from C to F. (Id.)

Yet the recommended transportation mitigation measures appear to be totally inadequate to cope with this increased volume of freeway traffic. The C&R is virtually devoid of any true mitigation for freeway congestion. For Highway 101, all that is proposed is a High Occupancy Vehicle Lane in each direction from San Jose to San Francisco and the installation of ramp meters and signage. (Draft EIR, p. 417.) This mitigation ignores the fact that 25% of the new employees are expected to reside in the City of San Francisco and will have to travel to the Airport from the north. (Draft EIR, p. 396.) There is also no indication that this limited mitigation will improve the expected decline in the Level of Service. Moreover, Caltrans is opposed to the conversion of an existing mixed flow lane into a High Occupancy Vehicle Lane, which conversion is not included in the Metropolitan Transportation Commission's Master Plan. (C&R.161-62.) Samtrans also considers this proposed conversion to be an invalid mitigation measure. (C&R.162.)

Although some mitigation measures for this expected increase in traffic congestion are proposed to be located on-site at the Airport (including a people-mover, Ground Transportation

Center, and future BART or CalTrain extensions into the Airport (see C&R.320-23)), such on-site measures do not satisfactorily mitigate all traffic impacts from the Airport expansion. The proposed minor upgradings by Caltrans of adjacent state highways and the possible restriping of one lane of Highway 101 to a High Occupancy Vehicle Lane (see Draft EIR, pp. 412-13) do not appear to correct the primary Level Of Service problems that are expected on the major thoroughfares.

Additionally, there may well be more adverse traffic impacts than are projected by the Draft EIR, because the Draft EIR does not appear to cover all impacted areas. The C&R admits that only segments of affected freeways were studied. (C&R.123.) Because the Airport is and will be one of the largest employers located on Highway 101, a new, comprehensive, detailed analysis of the effects on, as well as necessary improvements to, Highway 101 and all supporting freeways and bridges should be completed. The C&R's attempted correction of the Draft EIR's traffic study via an update of the Draft EIR's traffic analysis with data from only one missing freeway segment in Belmont is simply not a comprehensive method for analyzing and improving the Level of Service on this major access corridor. (See C&R.123.)

The traffic data also may not sufficiently account for increased traffic impacts stemming from the expected increase in indirect employment of 50% from the planned Airport expansion. (C&R.120.) The Airport claims that "assumptions regarding developments in the vicinity of SFIA that might affect the traffic operations in the study area ... were reviewed with respect to the project's potential impacts on study-area intersections." However, it is unclear whether this review took into account the projected increase of 50% in indirect employment or projected increases in induced employment. Further explanation and analysis are necessary to ensure that all future traffic impacts from indirect employment have been accounted for in the Draft EIR.

The Draft EIR's approach to the traffic problem, as illustrated by the C&R, does not place any of the costs of implementing required mitigation measures on the shoulders of the Airport. The pass-through of some of these costs to the Airport should be included as a mitigation measure. The Airport is in a unique position as a transportation agency to cooperate with other agencies and to participate in the planning of long-term solutions to the Bay Area's traffic congestion. The Airport should be able to fund some of those local solutions through increased revenues generated by the expansion.

Because the Airport will benefit from the proposed expansion, it is only fair that the Airport assume some financial obligation for mitigating some of the adverse traffic impacts resulting from the expansion. If the Airport is currently limited in its ability to accommodate the impact on traffic, then we recommend that either that limitation be lifted or the Airport expansion be put on hold until such time as such additional regional transportation facilities (or appropriate alternatives) can be provided to maintain acceptable Levels of Service throughout the area.

An additional mitigation that would lessen adverse impacts on both traffic and noise would be a reduction in the proposed increase in cargo aircraft. (Draft EIR, p. 24.) The need for additional cargo facilities at this particular Airport seems impractical, given both the high price of land in the area that can be used for warehouse facilities for cargo traffic and additional noise impacts that could result from night take-offs to meet evening landing restrictions in foreign countries.

It would appear that either Metropolitan Oakland International Airport or other airports would be more appropriate locations for such additional cargo facilities. The C&R concedes that the Airport's share of domestic air freight has decreased from 55% to 75% over the last ten years, although the overall regional market has grown by 37%. (C&R.35.) The Metropolitan Transportation Commission forecasts that the Airport's percentage share of cargo activity, as compared to the share of Oakland International, will continue to decrease significantly from 1990 to 2010. Why should the Airport plan to accept more cargo flights when it can barely keep up with the projected passenger demand? We recommend that the final EIR include an alternative that would not include significant increases in cargo handling.

C. Housing Impacts

One of the Draft EIR's critical deficiencies is its lack of mitigation for adverse housing impacts and impacts on the jobs/housing balance. The C&R inadequately addresses the demand for housing that will be created by new employment at the Airport. According to the Draft EIR, direct airport employment is expected to increase due to the expansion by about 9,000 jobs in the period from 1990 to 2006. (Draft EIR, Figure 19, p. 396.) Yet, as shown below, housing in the whole Bay Area as a region will be affected by these new jobs, because 63% of these new employees will reside outside San Mateo County, in part due to lack of affordable housing. Because the Draft EIR's analysis of housing impacts is limited almost exclusively to San Mateo County, it fails to take

the necessary regional approach to the housing problem that will result from Airport expansion.

The total housing demand created by these 9,000 new jobs is expected to be 6,850 total housing units by 2006. (See Draft EIR, p. 398.) About 37.1% of the new Airport employees are expected to reside in San Mateo County. (*Id.* at p. 397.) The Draft EIR asserts that 2,450 housing units are needed in San Mateo County for these new employees. (*Id.*)

The housing demand figures used in the Draft EIR's analysis are much too low for two reasons. First, the predicted demand for 6850 housing units does not even take into account the housing demand created by the expected increase in indirect and induced employment at the Airport. The number of indirect and induced jobs expected to be created from the Airport expansion is about 38,570 by the year 2006, over and above the 9,000 direct jobs. (C&R.358.) The C&R asserts that, because it is not possible to determine the exact location of these indirect and induced jobs, it is not possible to determine the extent of housing impacts on San Mateo County. However, as the County will obviously be greatly affected if even some percentage of these new indirect and induced jobs are located within the County, the Draft EIR's analysis does not even scratch the surface in attempting to determine housing needs in the County. Second, the Draft EIR's housing needs analysis does not consider other increases in jobs in the Bay Area that may occur that are unrelated to the Airport.

The Draft EIR tacitly concludes that there will be no housing problem because most of the new Airport employees will live outside the County. This conclusion is illogical. A problem will be created for the 37.1% of the new employees that are expected to live in San Mateo County. As reported in the Peninsula Times Tribune on August 28, 1991 in an article entitled "A Call for Balance," officials in San Mateo County have urged the Airport to provide housing in north county cities for the 9,000 new employees.

A problem could also be created for the new indirect employees who might reside in the area. The C&R assumes, on page 358, "that direct and induced jobs created as a result of implementation of the SFIA Master Plan would be located throughout the Bay Area and also outside the region." Is this assumption necessarily true? The Draft EIR could just as easily have assumed that many of these indirect jobs would be located in San Mateo or San Francisco counties if sufficient affordable housing was made available nearby for the employees. If those indirect jobs were located in these two counties, then the housing problem could be exacerbated even more.

The Draft EIR fails to consider housing problems predicted for the Bay Area as a region. It relies on projections by the Association of Bay Area Governments of the potential for new housing units that will exist in 2006 to support its assertion that there will be no adverse housing impacts from the expansion. Such reliance is misplaced, however, as illustrated by data from two affected counties where housing is predicted to be a problem. (Draft EIR, pp. 395, 399, note 5.) The data indicates that the Bay Area as a region is having difficulty meeting its housing needs.

For example, in recent years, San Mateo County has not been producing housing units commensurate with its projected housing need. According to a study by ABAG of January 1989 entitled "Housing Needs Projections," the production of housing units in San Mateo County from 1980 to 1988 was 16,628 units. The projected need during this period was 23,499 units. There was, therefore, a large shortfall in housing units. (ABAG Study, p. 14.)

As another example, there will likely be a need in San Francisco County for more housing to accommodate the new Airport employees. About 25% of the new Airport employees are expected to live in the City of San Francisco. (Draft EIR, p. 396.) A recent report by the San Francisco Planning and Urban Research Association (SPUR), entitled "Plain Talk About the Housing Crises in San Francisco" dated May, 1992, states clearly: "There is a housing crisis in San Francisco." Although the report cites ABAG's estimate of the City's housing need to be 3584 units a year, because only 1240 units were produced annually during 1980-89, there was a large shortfall. (SPUR Report, p. 2.) In addition, the report expects that there will be almost 5000 jobs created annually in San Francisco between the present and the year 2000. (Id.) The report calculates that only 10% of the current City population can afford to buy a median-priced single-family house. (Id. at p. 1.) These employment and housing demand figures are staggering, considering there is very little housing currently being built in San Francisco.

Therefore, because the City of San Francisco clearly has a housing problem similar to that of San Mateo County, it provides a clear example that the Draft EIR should not attempt to shift the housing responsibility from San Mateo County to other counties as a solution to the housing problem created by the expansion.

Problems could also arise due to a lack of affordable housing for the new employees. The C&R admits that "new SFIA employees would create additional demands on housing supply, possibly resulting in an increase in the area's housing prices."

C&R.363.) Exacerbating this potential problem, it appears that many of the projected 9,000 new jobs at the Airport will be low-income or moderate-income jobs. About 1200 of the new jobs to be created are related to freight or ground transportation (see Draft EIR, pp. 395-97), which have traditionally not been high-income jobs. As ABAG commented in the C&R, "Decision makers need to know the projected income of these employees and how housing that is affordable to them will be provided. Most airport employees cannot afford to live in San Mateo County." (C&R, p. 362.)

It is well accepted that there is a demonstrated need in San Mateo County for low, and moderate-income housing. As one commenter stated, "the housing costs in [San Mateo County] are very high." (C&R.364.) There are no data provided in the Draft EIR on the current cost of housing in the County or the expected income levels of the 9,000 new employees. There are, therefore, no data of any kind provided in the Draft EIR relating to whether housing in the County will be affordable for these new moderate-income employees.

Therefore, there has been no true analysis made at all as to whether affordable units will be available for the 37.1% of the new employees who are expected to reside in the County, much less the additional indirect employees who might reside in the County. The C&R admits that no affordability analysis has been prepared. (C&R.363.) At the same time, the Draft EIR concedes that the presence of the new employees who do live in the County will strain already-high housing prices in the County.

The C&R concedes that "[t]he additional demand for housing resulting from the project could potentially have negative socio-economic impacts directly related to housing affordability." (C&R.363.) The C&R further admits that no mitigation measures have been taken relating to the affordability of housing in the County. It is imperative that sufficient housing mitigation measures be taken to correct the anticipated problems. As required by the CEQA Guidelines, section 15131(c), public agencies must consider economic, social, and particularly housing factors in deciding whether changes in a project are feasible.

We also strongly disagree with the Draft EIR's assertions that the Airport expansion will ameliorate the current jobs/housing imbalance in the area. (C&R.361.) The C&R asserts, without true supporting data, on page 360 that: "By creating more jobs in San Mateo County, implementation of the proposed SFIA Master Plan would likely create a more balanced situation between jobs and housing in the County." If San Mateo County currently has a greater ratio of housing to jobs than it requires, then how can the fact that over

24 of current Airport employees reside outside the County be explained? We believe that the lack of affordability of housing in the County is a primary suspect. Because the jobs/housing ratio cited by the C&R on page 361 does not take into account the affordability of housing units in the County compared to the new employees' income levels, that ratio is largely useless.

The C&R's analysis entitled "Housing Impacts and Significance Criteria" on pages 354-55 is suspect. This analysis of housing demand compared to jobs is illogical. The lack of affordable housing in San Mateo County is a significant problem, as discussed above. Comparing the project's share of the local labor force to the proportion of total local housing units used by new employees is an invalid comparison because it does not take into account the question of affordability. The analysis attempts to define away the housing problem, while at the same time conceding that there is a jobs/housing imbalance.

Urban planners sometimes measure housing demand by balancing the number of jobs against the total Bay Area housing stock, such as was done in the last paragraph on page 359 of the C&R. However, the real impact of housing demand in this case should be measured against the housing stock in the area of the project (i.e., San Mateo and San Francisco counties), because housing demand affects local prices and affordability.

The Responses assert that no mitigation is necessary for the change in the jobs/housing balance in San Mateo County because an imbalance will be corrected. (C&R.361.) The measurement of the jobs/housing balance in terms of the entire County is suspect here, because northern San Mateo County may well be considered a different housing market than the southern part of the County. This factor should also be taken into consideration when calculating effects on the jobs/housing balance.

The C&R responses on pages C&R.354-55 were included because the Draft EIR had failed to take into account housing impacts. However, the Responses assert that there will be no significant impacts on housing because the percentage of San Mateo County housing units utilized by Airport employees will remain stable at approximately half of the percentage of San Mateo County jobs located at the Airport. (C&R.355.) This ratio simply cannot be used as a measure for the potential significance of housing impacts. The ratio is totally irrelevant to the question of whether housing in the County will be affected by the Airport expansion. The Response measures apples and oranges.

To the contrary, the C&R makes plain that the expansion's effect on housing will be significant. Since this is so, the Draft EIR should be recirculated for public comment.

Moreover, as the significant adverse impacts on housing were not considered a factor in the Draft EIR's traffic analysis, should not the traffic analysis also be reanalyzed and recirculated to account for these impacts? The C&R admits that the lack of affordable housing in San Mateo County will contribute to adverse traffic impacts. The C&R concedes that many of the new employees "may choose to live in outlying parts of the region or communities outside of the Bay Area. If this were to occur, the extended commuting distance traveled by these individuals would result in additional physical impacts." (C&R.363.) The EIR admits that it does not have adequate data to analyze these impacts.

The Airport cannot have it both ways. If there is a housing problem in the area, then additional traffic problems from the Airport expansion will occur due to the expected extended commuting. Cumulative impacts are likely to occur. Additional analysis and mitigation are, therefore, required. The Draft EIR as written should not be certified, as it does not adequately analyze and mitigate suspected housing and traffic impacts.

The Airport also cannot have it both ways by creating a housing problem by expanding the Airport and, at the same time, by engaging in unacceptable practices over the past several years to attempt to prohibit housing development from occurring on sites that are perfectly compatible with housing development under federal, state and local noise standards.

Examples include:

* Shearwater

In 1986, the Airport opposed housing near the Airport when it challenged in court an EIR for a housing project in South San Francisco called Shearwater, effectively killing the project.

* Sierra Point

In 1991, the Airport entered into an Agreement with the City of South San Francisco to provide an additional \$10 million to that city for much-needed noise insulation funds (see section 1, above, on the inadequacy of the insulation program), in exchange for the city's

prohibition of residential development on lands east of U.S. Highway 101. (This prohibition also included the Shearwater site.)

The true nature of the Airport's \$10 million Agreement with South San Francisco is mischaracterized in the C&R, which declares that "The agreement does not prohibit housing east of US 101." (C&R.367.) Under the terms of the Agreement, the Airport has agreed to give \$10 million to South San Francisco if it prohibits the area from being developed for residential use. If South San Francisco were to allow housing in that area, all funding to the city from the Airport under the Agreement would cease. Therefore, to state that the Agreement does not prohibit housing is to mischaracterize its nature. (Although the C&R asserts that Sierra Point Associates' comments incorrectly characterized the Agreement, it is the C&R itself which misstates the Agreement's true goals, which can only be interpreted to be the prohibition of housing.)

The C&R also states, incorrectly, that South San Francisco is free under the Agreement to "exercise its discretion" in taking the land use actions necessary to obtain the \$10 million from the Airport, thus implying that the Airport is not interfering in the city's planning process. (C&R.367.) This cannot be true -- why would the Airport have offered the city \$10 million simply to exercise its discretion? Further, the city's receipt of the money is contingent upon the passage of a General Plan amendment that prohibits housing in a manner consistent with the Airport's wishes. If the development of housing east of Highway 101 were purely a local decision, as the C&R implies, the Airport would not be involved at all in opposing that housing and offering \$10 million to South San Francisco to prohibit that housing.

The Agreement could result in the loss of at least 600 homes that are planned for construction in the affected area, at least 90 of which are reserved for low and moderate-income units. (Updated Housing Element of the South San Francisco General Plan, II, Fig. 20, p. 39, Sites 19 and 23, Columns 6, 7, and 8.) Because the land where this proposed housing would be built is within the acceptable dB CNEL contour range established by the Airport Land Use Committee in the Airport Land Use Plan (see Draft EIR, Figure 20), the Airport's desire to prohibit housing in that area is groundless. Instead of providing mitigation for noise impacts, this Agreement will only exacerbate adverse housing impacts that are likely to result from the Airport's expansion.

The Response states that the Airport opposed the Shearwater project and entered into the Agreement to prohibit housing at Sierra Point because the projects' development would create housing that would be impacted by aircraft overflights. (C&R.368.) Yet, the units proposed for Shearwater and Sierra Point would not create any new noise problems for the Airport. The sites are compatible for residential housing for three reasons.

First, the proposed development at Shearwater and Sierra Point is targeted for sites that are completely compatible, under federal, state, and local noise standards, for residential development. These lands are located within the 65 or lower CNEL contour range. Under federal, state and local law, lands located within this CNEL range are compatible for residential use. (See, e.g., California Code of Regulations, Title 21, sections 5001(1), 5012, and 5014.) Based upon the data in the C&R showing the expected departure routes and expected noise levels at these sites due to the Airport's expansion, housing is clearly a compatible use of the properties. Second, the properties will become even more suitable as sites for housing because the total land area impacted by airport noise shrinks substantially by 1996, as the Draft EIR predicts. (Draft EIR, Figures 20, 32.) Third, the Airport has historically given its blessing to the development of housing in noise contour areas of 65 CNEL or less. In the Final Technical Report of the Joint Action Plan of 1980, the Airport endorsed the prohibition of new housing in the 70-75 CNEL range, the requirement of insulation within the 65-70 CNEL range, and the requirement of acoustical studies within the 60+ CNEL range. New housing in areas below 70 CNEL was allowed. Therefore, the Airport's argument that the sites are incompatible for residential use is, put simply, wrong.

In sum, the Airport proposes noise insulation with an aviation easement as a sufficient mitigation in the EIR for the Airport's expansion. Yet at the same time, the Airport has been taking steps to prohibit housing in areas where insulation could clearly solve noise impacts, if any actually existed, by claiming that noise insulation will not be sufficient. The Airport cannot have it both ways. Such inconsistency makes no sense.

The housing problem arising from the Airport expansion can be solved, in part by cooperation between public agencies and private developers. Several sites exist within the vicinity of the Airport that could provide additional housing for various income segments of the community. Potential housing sites such as Sierra Point and the Shearwater site in South San Francisco provide good examples of properties that should be fully endorsed by the Airport as appropriate locations for housing for new Airport employees. Noise easements, noise attenuation, and disclosure statements on



noise for new residential development can be imposed at these sites. Recently, a successful Memorandum of Understanding was entered into between the City of San Leandro, the City of Oakland, and Citation Homes Central that contained all of these practical noise mitigation measures. The installation of appropriate noise mitigation at these sites to reduce interior noise levels to 45 dB NEL could also be required as a condition of development.

Housing at the Shearwater and Sierra Point sites would constitute "in-fill" of an urbanized area and, as such, would be sound public policy. According to a report by the Greenbelt Alliance of December 1983, by adopting a new course based on compact city-centered development policies, the Bay Area can meet its housing needs.¹ The report concludes that there is a need for more housing close to employment.² The Bay Vision 20/20 Commission made similar findings in 1991. According to the Commission's report, urban growth should be managed so that new development takes place wherever possible within existing urbanized areas.³ For the reasons set forth above, the Airport should not attempt to prohibit housing at the Sierra Point site.

In short, due to the significant housing impacts that can be expected from the Airport expansion, adequate housing mitigation measures must be incorporated into the EIR before it is certified as final. Revision and recirculation of the EIR is mandated to comply with CEQA.

4. Other Issues:

a. Lack of Good Faith, Reasoned Analysis: The EIR, at page 366, misstates the comments of Sierra Point Associates Two regarding the Draft EIR. The Response therefore violates the requirement in section 15088(b) of the CEQA Guidelines that "[t]here must be good faith, reasoned analysis in response" to comments on a draft EIR.

b. Inadequate Analysis of Project Alternatives:
It is unclear whether the thorough analysis required by CEQA of project alternatives involving distribution of aircraft activity

¹Room Enough: Housing and Open Space in the Bay Area: The Report of the Housing/Greenbelt Program of People for Open Space, Greenbelt Alliance (December 1983), p. 5.

²Id. at p. 19.

³Bay Vision 20/20: The Commission Report (May 1991), p. 29.



to other Bay Area airports has been done in this case. The Draft EIR admits that redistribution of aviation demand to other airports is recommended by the Metropolitan Transportation Commission, Alameda County, FAA, and other Bay Area airports. (Draft EIR, p. 468.) The Draft EIR also notes that, in 1987, the United States Department of Transportation, the FAA, and the San Francisco Bay Area Task Force Capacity Study of the Airport recommended "the redistribution of traffic more evenly among the three Bay Area airports." (Draft EIR, p. 70.) Adjacent cities such as South San Francisco have similar policy statements in the Noise Elements of their General Plans.

An editorial in the San Francisco Examiner on September 1, 1991 noted,

"[the Draft EIR treated] the expansion in isolation, oblivious to what might be going on nearby (e.g. a possible baseball stadium across the freeway)...The proposal for greatly increased airline operations calls out for a regional approach. Doesn't it make sense to provide for more of the additional services east of the Bay, saving thousands of travelers from having to make longer trips on clogged bridges and freeways?..."

The Draft EIR asserts that it rejected the alternative of redistributing potential aircraft activity to other airports because "it would not meet the sponsor's objective to accommodate the demand from forecast growth at SFIA." (Draft EIR, p. 475.) Yet these forecast figures may be incorrect. It seems illogical that the Draft EIR forecasts that the Airport will still have between 63-70% of the Bay Area's passengers in 2006, given the adverse impacts that will be created and the continuing trend in the Bay Area of population growth in outlying areas. A more thorough analysis must be undertaken, as it is critical to proper decision-making as to the degree of expansion needed at this particular airport.

The planned expansion also appears to be inconsistent with regional transportation plans for the Bay Area. The C&R states: "It is acknowledged that the SFIA Master Plan would be inconsistent with both MTC's 1980-recommended policy limit and with MTC's subsequently revised regional market share recommendations." (C&R.14.)

Does the planned expansion at this particular location make sense in terms of regional planning for the entire Bay Area? The C&R notes that, "... as suggested by commenters, it is reasonable to assume that the lack of capacity (or "bottlenecks")

in any of a number of locations or functional areas could constrain future SFIA passenger volumes, cargo activities, or other operations." (C&R.15.) The C&R concedes that, "If the Master Plan were to be implemented, the effective result could be an overbuilt airport." (C&R.33.) If this is true, the Airport should revise the Master Plan to be consistent with regional policies and to avoid overbuilding. A full-bore alternatives analysis that is consistent with other regional transportation plans must be implemented before the Draft EIR is certified.

c. Inadequate Analysis of Cumulative Impacts:

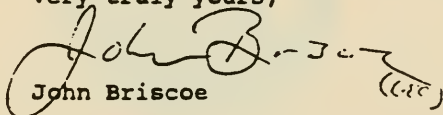
Cumulative impacts are defined as two or more separate impacts which, when considered together, are considerable, or which compound or increase other environmental impacts. (CEQA Guidelines, section 15355.) CEQA requires that such cumulative impacts be analyzed. As described above, the Draft EIR may not have adequately considered (1) the cumulative impacts of housing demand on traffic impacts, and vice versa, or (2) other cumulative impacts. Although the Draft EIR's Mitigation Measures (see Section V) do discuss some cumulative-impact mitigation measures, the EIR does not separately analyze all of the cumulative impacts that can be expected from the expansion, as required. Because this analysis has not been done, it is impossible to know whether the Airport will be taking on the responsibility of mitigating its fair share of any cumulative impacts from this project.

Conclusion: In conclusion, it is clear that the Draft EIR and C&R are deficient in several respects. There are insufficient data to support the EIR's assertions, many of which are suspect. For example, noise, traffic, and housing mitigation measures are called for to mitigate adverse impacts of the Airport expansion. Before specific measures are proposed, however, a thorough analysis of the impacts must be undertaken.

Therefore, we request that the Draft EIR not be certified as final, that the required additional studies and analyses be

undertaken, that appropriate mitigation measures then be adopted,
and that a new Draft EIR be circulated for public comment.

Very truly yours,

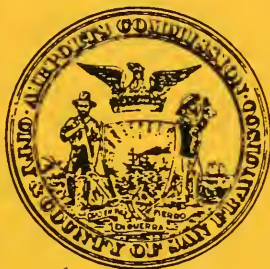

John Briscoe (cc)

c: Mayor Frank Jordan, City of San Francisco
Kevin Shelley, President, San Francisco Board of Supervisors
Senator Quentin Kopp
Assemblywoman Jackie Speier
William Schumacher, President, San Mateo County Board of
Supervisors
Mayor Brad Kerwin, City of Brisbane
Mayor John Penna, City of South San Francisco
Douglas Thomas, The Koll Company



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MINUTES

AUGUST 11, 1992

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Director Of Airports

SAN FRANCISCO INTERNATIONAL AIRPORT
SAN FRANCISCO, CALIFORNIA 94128

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of the Minutes
Airports Commission

August 11, 1992
Special Meeting

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Minutes
of the
Airports Commission Meeting

August 11, 1992
Special Meeting

A. CALL TO ORDER:

The regular meeting of the Airports Commission was called to order at 9:03 A.M. in Room 282, City Hall, San Francisco, Ca.

* * *

B. ROLL CALL:

Present: J. Stanley Mattison, Vice President
L. Andrew Jeanpierre
Marie K. Brooks

Absent: Patrick A. Murphy, President
James K. Ho

* * *

C. ADOPTION OF MINUTES:

The minutes of the regular meeting of July 21, 1992 were adopted by order of the Commission Vice President.

No. 92-0221

* * *

D. ANNOUNCEMENT BY SECRETARY:

In accordance with Section 54957.1 of the Brown Act, Jean Caramatti, Commission Secretary announced unanimous adoption of resolution no. 92-0220 regarding the authorization of settlement of authority for bankruptcy litigation with Martin R. Shugrue, Jr., Trustee, at the closed session of July 21, 1992.

* * *

E. ITEMS INITIATED BY COMMISSIONERS:

There were no items initiated by Commissioners.

* * *

F. POLICY:

Item No. 1 was adopted unanimously.

1. Implementation of Water Reclamation Project
Policy to Promote Use of Reclaimed Water

No. 92-0222

Mr. Lou Turpen, Airport Director, reminded the Commission that the Airport has been engaged in discussions with the Water Board concerning improvements to the Airport's water discharge system. One of the projects agreed upon was a water reclamation project. Part of that agreement includes the adoption of an Airports Commission policy which is before the Commission today. This statement will be transmitted to the Water Board for review by the Executive Officer for consistency with the overall program. This is part of the earlier settlement that was negotiated.

Commissioner Brooks noted item no. 4 under "Policy and Plan for the Long Term" and asked what the Airport's chances are for liability.

Mr. Earnie Eavis, Assistant Deputy Director, Facilities Operations and Maintenance, responded that staff is taking a look at using reclaimed water for toilets and possibly watering plants away from public areas, or for uses that would not involve public contact.

Commissioner Brooks assumed that there would then be no liability.

Mr. Eavis responded that there would not. He said that one of the reasons for this program is to determine how safe the water actually is. He said that the water will be tested in a very small area.

* * *

G. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:

Item nos. 2 through 4 were adopted unanimously.

2. Host Food and Beverage Lease
Request for Approval of Facility Package No. 4 Sublease

Ms. Angela Gittens, Deputy Director for Business and Finance said that this is the fourth of eight leases under the Host sublease plan and the first under Phase II of that plan. The second of Phase II will be presented to the Commission in a couple of meetings.

Ms. Gittens said that she was proud to announce that selected for the Commission's approval is KASS Management Systems. They will run the largest of the facilities to be subleased ... the combination of The Hangar restaurant in the South Terminal, Boarding Area 'C', and the employee cafeteria in the South Terminal.

Commissioner Mattison noted that there were nine applicants for these leases and asked if the number was lower because they were difficult undertakings and the qualifications standards were more stringent.

Ms. Gittens responded that that was a safe assumption. An employee cafeteria is a different kind of facility and was attractive to a narrower band of applicants. She noted that there were 28 applicants on the next lease so it's not that interest is waning.

Commissioner Mattison asked if it was because it wasn't as attractive or because it was more specialized.

Ms. Gittens responded that it was more difficult and more specialized.

Commissioner Mattison assumed that by volume it still offers plenty of profit opportunity.

Ms. Gittens agreed.

Commissioner Mattison noted that KASS Management appeared to be a well qualified applicant and did not see any need for reservations.

3. Exercise of Two-Year Option for Lease of North Terminal Gate 64
Newsstand

No. 92-0224

Resolution exercising two-year option
with SFO News/Western Motives for the
North Terminal Gate 64 Newsstand lease.

Mr. Turpen said that this is a minority/female-owned business. Staff has been very pleased with our relationship and the service that has been provided.

4. Award of Contract No. 2389
International Terminal Communications Center Improvement

No. 92-0225 Resolution awarding Contract No. 2389, International Terminal Communications Center Improvement, to Coastal Construction P.M., Inc. in the amount of \$255,313.24.

Mr. Turpen said that this project will upgrade certain communications equipment in the Airport's Command Post Communications Center in the North Connector. A protest was received, however the City Attorney has determined that the Commission can award to the low bidder.

Commissioner Mattison asked if the protest was based on a bid technicality or the LBE/MBE status calculation.

Ms. Mara Rosales, Airports General Counsel responded that it was her understanding that it was not an MBE/WBE issue, but a bid contract issue.

Mr. Eavis responded that the low bidder originally said they were going to install a different type of cabinetry than was in the specifications. The second low bidder protested that. The City Attorney opined that the contract could be awarded because the specifications stipulate "or equal." Since that time the low bidder has stated that they will install the specified cabinetry rather than take the chance that their original cabinetry would not be approved.

Commissioner Brooks asked about the additional \$15,000.

Mr. Eavis responded that that money probably will never be spent. It is there in the event that we find we need modifications, i.e. piping that wasn't supposed to be there, etc.

Mr. Turpen added that it's a practice that has evolved over the years to allow staff to make certain minor changes without stopping the project to seek Commission approval. Stopping the project could result in significantly greater costs. This is simply a contingency backup to cover unanticipated incidentals.

Commissioner Mattison noted that this is really a case in which the LBE/MBE preference doesn't make any difference. He asked if WBE was a preference in this sort of bid.

Ms. Rosales responded that while in this case it is a local business who is minority male, it could be female.

Commissioner Jeanpierre noted that the maximum preference is 10 percent.

Ms. Rosales said that that was correct. If a bidder is a minority/woman/local business the total preference would still be 10 percent, not 15 percent.

Item No. 5 was adopted unanimously as amended.

5. Hold Harmless Agreement - Contract 1011C
Oliver De Silva, Inc.

No. 92-0226

Resolution authorizing staff to seek approval from the Board of Supervisors for the Airport to enter into a hold harmless agreement with Oliver De Silva, Inc., for the excavation, on-site transportation and storage of contaminated soils and groundwater.

Mr. Eavis explained that the Airport has a contract to work on Taxiway C by the Coast Guard area. The contractor discovered contaminated soil. The soil and groundwater were tested and while small amounts of contamination were found, it was high enough that action had to be taken. A consultant was hired to put together a plan on how to take care of the contamination. The contractor now wants to be indemnified for any cost that might result because of the contamination that exceeds their \$5-million insurance policy for liability. This action will indemnify them beyond that \$5-million.

Mr. Eavis said that he has discussed this with the City Attorney's Office and they think that this is the best way to go. If the contract is re-bid the Airport would have to give the contractor the profit he would have made on the remaining portion of the contract. Since over \$4-million is left in the contract this seems to be the most economical way to proceed.

Commissioner Mattison asked Mr. Eavis if he had a fairly good economic assessment of the liability at this point.

Mr. Eavis responded that the contamination is in the groundwater. To put it in perspective, the groundwater contamination is approximately 20 parts per million. The asphalt the contractor is working with is 1,500 parts per million. The chance of any health hazards actually caused by this groundwater is very minute in comparison to their day-to-day practice in how they make a living. It is a very low level of contamination but high enough to be concerned about.

Commissioner Mattison noted that this is primarily focused on the liability that arises purely from proper contact with the job itself, negligence excluded.

Mr. Eavis said that the contractor is still responsible for any negligent actions on their part in anything that would be part of the regular job. The contractor would be responsible if he did a shoddy job of putting pipes together. This is just for contact with contaminated substances.

Commissioner Brooks asked if it was clear in our resolution that this is above the \$5-million policy ... that the \$5-million in insurance comes first.

Mr. Eavis said that the Airport has an agreement with them to take out that \$5-million insurance policy. The contract has been modified to require them to have the \$5-million before any of this takes place.

Commissioner Brooks asked if it is in writing so that it is understood by the insurance company that they are responsible before our hold harmless kicks in.

Commissioner Mattison said that that was a good point. The Commission resolution should be amended to reflect that the front line coverage is the \$5-million.

Mr. Turpen said that the Commission can vote on this item as amended and the resolution can then be amended to appropriately reflect the intent of the Commission.

Item no. 6 was adopted unanimously.

6. Authorization to Re-Bid Lingerie and Habadashery Shop

No. 92-0227

Mr. Turpen explained that no bids were received for this lease. In asking questions a couple of problems became clear ... the minimum cost for improvement and the percentage. Location was also expressed as a concern. If the Commission elects to move ahead with the Master Plan that area of the North Terminal will become the key access to the International facility, making it dramatically different than it is today. Because of this, staff is agreeing with some of the comments received from prospective bidders and recommending a shorter term to coincide more with the Airports timing for the development of the International Terminal.

Commissioner Jeanpierre noted that staffs recommendation with regard to inventory should be comparable to Union Square's, but thought it should be reduced to The Rack's.

Mr. Turpen asked Ms. Gittens if, after talking with prospective bidders, there might be a better bidding environment with these changes.

Ms. Gittens responded that she thought there would be. The biggest complaint was on the percentage. Given the location, a lower percentage was needed to make a profit. She was not promising a plethora of bids. Only one bid was submitted the first time.

Commissioner Brooks asked if the lessee currently in that space is keeping it stocked and continuing to make an income.

Ms. Gittens responded that staff spoke to the lessee who was concerned that she be able to stock through Christmas. If not, her supplies would have to start dwindling. She said that given the length of time it is likely to take us to bid this the lessee was assured that she would be in the space long enough so that she could keep it stocked.

Mr. Turpen said that if it doesn't go this time staff will return with a new idea.

* * *

H. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

Item nos. 7 through 13 were adopted unanimously.

7. Airport Improvement Program Project No. 3-06-0221-14 Project Application

No. 92-0228

Resolution requesting the Mayor to recommend to the Board of Supervisors a resolution granting the Airport Commission authorization to execute and file a Project Application with the Federal Aviation Administration (F.A.A.) for Federal assistance.

Mr. Turpen noted that the Airport has not received Federal funds for a number of years.

Commissioner Mattison asked Mr. Turpen if he had a sense of the reaction.

Mr. Turpen responded that since there are certain things with respect to the litigation just concluded and some of the negotiations which are going on, he prefers to handle it in another manner.

Mr. Turpen noted that this is the first application that has gone through in a long time and he would not predict the outcome. The Airport took action to rescind Section 4A of the Noise Regulation, that portion of the regulation as determined by the Court to be discriminatory. Staff feels that our obligations, as a result of the

lawsuit, have been fulfilled as of this time.

Commissioner Jeanpierre asked for some examples of eligible airport improvements.

Mr. Turpen said that it varies from airport to airport. San Francisco has traditionally used airport improvement money solely for airfield projects. That has been a policy of this Commission and a strategy of the Airport for years. Other airports use these funds across the entire spectrum of airport activity. They can be used for terminal buildings, roadways and other activities. While these funds can be used for any legitimate capacity enhancing airport purpose, we have traditionally preferred to apply our full grant application to airfield projects.

8. South Terminal Cigarette Vending Lease
Exercise of First Option

No. 92-0229

Resolution approving the first one-year lease option for the South Terminal Cigarette Vending Lease.

9. Declaration of Emergency - Contract No. 3162
Emergency Electrical Repairs, South Oxidation Pond

No. 92-0230

Resolution ratifying the action of the Commission President in declaring an emergency and directing the Director of Airports to effect the necessary repairs.

11. Amendment to Airport Conflict of Interest Code Designated Employee List

No. 92-0231

10. Declaration of Emergency - Contract No. 3163
Emergency Blast Fence Repair, Boarding Area "F"

No. 92-0231

Resolution ratifying the action of the Commission President in declaring an emergency and directing the Director of Airports to effect the necessary repairs.

Commissioner Brooks asked if the cargo van belonged to the Airport.

Mr. Turpen responded that the Airport does not have cargo vans.

Commissioner Brooks asked if they had insurance.

Mr. Turpen responded that he was sure they did but he would have to check.

Ms. Gittens added that the declaration of emergency simply allows us to get the work done without the usual process. It has nothing to do with who would ultimately pay for it.

12. Travel Training, Fiscal Year 1992/93

No. 92-0232

13. Resolution Ratifying Personnel Actions

No. 92-0234

Resolution, in accordance with the requirements of San Francisco City Charter Section 3.501, ratifying and approving certain personnel actions taken by the Director of Airports.

* * *

I. NEW BUSINESS:

Mr. Turpen reminded the Commission of the Informational Meeting scheduled for Wednesday, September 2, 1992 at 7:30 PM at the Airport Hilton Hotel regarding the Airport Master Plan.

Commissioner Mattison asked if a preliminary agenda would be provided.

Mr. Turpen responded that typically the audience reflects two or three types of people. People who have been actively involved in the process and are well acquainted with it, people who may be acquainted with the process but not necessarily with the issues surrounding noise, and, people who want to come and share their views but who may not be familiar with the process and what has gone on before. He thought he would begin with a very short briefing to set the stage and answer some questions up front. The public would then be invited to share their concerns with the Commission. We will talk about two things: 1) the project and the need

for the project; and, 2) the mitigation measures that are currently being proposed by staff to the Commission and which the Commission will be actively considering. The public will be invited to testify to those issues and their specific concerns. At the conclusion of the evening the Commission will not only walk away with staff's feelings on the matter but also have a good sense of the community reaction to the mitigation measures which are being proposed.

Mr. Turpen said that a Commission meeting is scheduled for September 1 but at this time he is not sure it will happen. He noted that the Commission may take testimony at the informational meeting but no business can be conducted.

Ms. Rosales added that pursuant to the Commission's own rules it can meet off its regular meeting site for informational purposes only.

Mr. Turpen said that if there is any business to be transacted from this it would probably occur at the September 15 meeting.

Commissioner Mattison asked Mr. Turpen if he felt a need to do more recap or history of the Master Plan at the beginning of the meeting than he might otherwise envision for the benefit of those people who are not up to speed on the issue.

Mr. Turpen responded that a public hearing was held in Burlingame about six weeks ago. A new group, CAN, was very concerned about getting their new organization up and running and their membership to the meeting. There were about 80 people at that meeting who had not been part of the process over the last three years. He said that it was beneficial to share with them what was going on because as they came to understand it a lot of their concerns evaporated. His desire is to make the meeting productive. We can listen to people make suggestions as to where planes should be flown but ultimately he wants the Commission to hear issues which it can and should be taking a look at and to begin to separate some of the extraneous issues.

Mr. Turpen thought that the meeting should start at 7:30 P.M. There will be a ten minute briefing on the Master Plan, a ten minute highlight on the mitigation measures and then testimony from the public. Staff and Commissioners will be available after the meeting to talk with the public.

Commissioner Mattison said that he was focusing more on creating a little bit of empathy for the process, i.e. what has gone on for three years. He felt that we might not get quite as much acrimonious one on one debate.

Mr. Turpen said that there is a popular view in some quarters that this just happened over night when, in fact, this has been active for the past 3-1/2 years. We have made over 100 presentations and have held numerous public hearings. It has been an on-going, long term process. It is not something that just evolved in the Spring of 1992. Mr. Turpen said that he would be happy to include Commissioner Mattison's suggestion.

* * *

J. CORRESPONDENCE:

There was no discussion by the Commission.

* * *

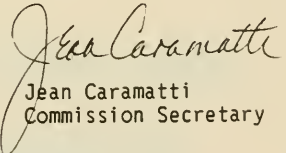
K. CLOSED SESSION:

The Airports Commission will go into Closed Session in accordance with Government Code Section 54956.9 to discuss the litigation settlement of Marquez v. City and County of San Francisco.

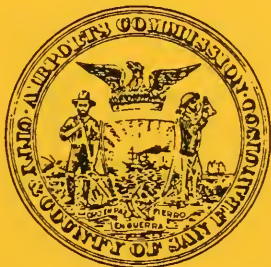
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L. ADJOURNMENT:

There being no further calendared business before the Commission the meeting adjourned at 9:35 AM.


Jean Caramatti
Commission Secretary

SAN FRANCISCO AIRPORTS COMMISSION



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MINUTES

September 2, 1992

Informational Meeting

FRANK M. JORDAN, MAYOR

COMMISSIONERS

PATRICK A. MURPHY
President

J. STANLEY MATTISON
Vice President

L. ANDREW JEANPIERRE

JAMES K. HO

MARIE K. BROOKS

LOUIS A. TURPEN

Director Of Airports

SAN FRANCISCO INTERNATIONAL AIRPORT
SAN FRANCISCO, CALIFORNIA 94128

Index
of the Minutes
Airports Commission

September 2, 1992
Informational Meeting

<u>CALENDAR SECTION</u>	<u>AGENDA ITEM</u>	<u>TITLE</u>	<u>RESOLUTION NUMBER</u>	<u>PAGE</u>
		A court reporter's transcript of this meeting is available upon request.		
A.		CALL TO ORDER:		2
B.		ROLL CALL:		2
C.		SPECIAL ITEM:		
		Proposed Airport Master Plan Mitigation Measures		2
D.		ADJOURNMENT:		2

Minutes
of the
Airports Commission Meeting

September 2, 1992
Informational Meeting

A court reporter's transcript of this meeting is available upon request.

A. CALL TO ORDER:

The Informational Meeting of the Airports Commission was called to order at 7:45 P.M. in the Terrace Room of the San Francisco International Airport Hilton Hotel.

The meeting recessed at 8:00 P.M. and reconvened at 8:15 P.M. in the Grand Ballroom of the Airport Hilton.

The meeting recessed at 9:20 P.M. and reconvened at 9:40 P.M.

* * *

B. ROLL CALL:

Present:	Patrick A. Murphy, President J. Stanley Mattison, Vice President L. Andrew Jeanpierre Marie K. Brooks
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Absent:	James K. Ho
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* * *

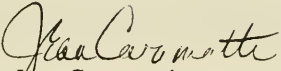
C. SPECIAL ITEM:

I. Proposed Airport Master Plan Mitigation Measures

* * *

D. ADJOURNMENT:

The meeting adjourned at 11:05 P.M., there being no additional requests to address the Commission.


Jean Caramatti
Commission Secretary

PRESENTATION TO SAN FRANCISCO AIRPORTS COMMISSION

Mitigation of Impacts from Proposed San Francisco International Airport Master Plan
September 2, 1992

My name is Roger Chinn and I am here as Chairman of the Airport/Community Roundtable and as Chairman of the C/CAG Ad Hoc Committee on the Airport Master Plan Mitigation.

As the Commission may know, the Roundtable consists of elected officials from the nine cities around the Airport and San Mateo County, as well as representatives from the Mayor, Supervisors and Airports Commission of the City and County of San Francisco. C/CAG, which is the Cities and County Association of Governments of San Mateo County, consist of elected representatives from 19 of the 20 cities of San Mateo County and the County Board of Supervisors.

The individuals who have been appointed to represent C/CAG and the Roundtable at our negotiations with Mr. Turpen and his staff are:

Mary Griffin, San Mateo County Supervisor and Chair to the Roundtable Subcommittee on Noise Insulation Funding;

Ray Miller, Brisbane Councilman and Chairman of C/CAG;

Pat Kelly, Hillsborough Councilman and Vice-Chairman of the Roundtable;

Roberta Teglia, South San Francisco Councilwoman;

Gary Orton, Mayor of Belmont;

Janet Fogarty, Councilwoman of Millbrae;

Representatives from County Legal Staff, Planning and Public Works, and SamTrans Planning and Engineering Staff;

and myself, Roger Chinn, Mayor of Foster City, Chairman of the Roundtable and the C/CAG Ad Hoc Committee.

C/CAG, by consensus on August 13, 1992, and the Roundtable, by vote on August 26, 1992, concurred with the Ad Hoc Committee to have presented to the Commission the results of the past 2-1/2 months of discussions and negotiations with Mr. Turpen and his staff. The result of those meetings is a comprehensive package of mitigation of impacts described in the EIR for the proposed Airport Master Plan.

On behalf of C/CAG and the Roundtable, we are asking the Commission to review and comment on our draft Mitigation Proposal dated September 1, 1992. This proposal is an agreement between the Commission and C/CAG, and consist of two elements:

1. An Amendment to the Memorandum of Understanding (MOU) of the Roundtable. This Amendment adds two parts to the MOU: a) A Noise Insulation Funding Program, and b) A Joint Work Program on aircraft operations and procedures.

2. Mitigation of traffic impacts resulting from the proposed Airport Master Plan, and consist of a Traffic Study, Transportation Mitigation Measures, a Congestion Management Plan, and a Joint Work Plan.

The Noise Insulation Funding program is the result of realistic analysis of dwelling units that are being impacted now and in the future, regardless of whether these homes are within any noise contour line, or are being impacted by single event noises. For example, the noise contour line may run down the middle of a street; on one side, the homes are qualified for noise insulation. On the other side of the street, those homes are not qualified or will be prioritized lower than across the street. This is only one example of an illogical system. In order to resolve this issue, we suggest that our proposal, or a similar one, be the goal of the Commission. Supervisor Griffin, who has chaired this effort, may wish to speak further to this issue.

As important, and I believe to be more important than the Noise Insulation Funding, is an effort to implement the many issues for lessening noise, studied and analyzed by the Roundtable for the past ten years. In that regard, we are proposing that a Joint Work Program be initiated to result in actions and procedures to lessen noise from aircraft operations. We are confident that, after so much study, that many if not all the listed goals, when implemented, will have a major positive effect by improving the health, safety and environment for all the people in both San Mateo County and the City and County of San Francisco.

Traffic mitigation is a critical element of the proposed Master Plan. In our study of the Master Plan, it is evident that a number of steps need to be addressed. A cooperative effort between the cities and counties need to begin to start a traffic study, to identify specific measures that need to be developed, and a Joint Work Plan for inter-county transportation issues. As Mr. Turpen has indicated at our meetings, a fair-share assessment of needs and resolution of traffic impacts can be a positive direction for all of us.

Accordingly, the Ad Hoc Committee request the Commission give due consideration for the draft Mitigation Proposal. We feel this Proposal is a comprehensive package which lists issues that need to be addressed due to the proposed Master Plan and can be supported by the cities of San Mateo County, both Counties and the Airports Commission.

In conclusion, I would like to say that for the past ten and one-half years, the Roundtable and the Airport, together with representative of FAA, the airlines and the pilots, have developed an excellent working relationship. Many new ideas and programs towards the lessening of noise have been generated. We need to now take the next steps, a joint and cooperative effort between all parties relating to the Airport in both counties, in resolving the issues identified in the draft Mitigation Proposal.

Other members of the Ad Hoc Committee are here as well as staff members to speak and to answer any questions.

CAN



Coalition of Airport Neighbors

423 Broadway #521, Millbrae, CA 94030 • 415/692-4900

September 2, 1992

Patrick A. Murphy; President
San Francisco Airports Commission
San Francisco International Airport
San Francisco, CA 94128

Dear Mr. Murphy;

On behalf of the Coalition of Airport Neighbors, we would like to thank you for holding a meeting on the proposed Airport Master Plan Draft Mitigation Program on the Peninsula.

SFO's economic benefits are appreciated in San Mateo County. We want the airport to grow; we need the revenues and jobs an expansion will bring. We also want SFO to be a good neighbor, to be accountable to our county's laws, planning procedures and community needs.

As we are all aware, SFO is not located in the city or the county of San Francisco. You have little incentive to be responsive to problems that you cause. Some of us were in San Francisco last May when your Planning Commission automatically approved the Environmental Impact Report for your \$2.2 billion expansion plan, without a comment or a question. The citizens of San Mateo County are a bit more curious - and careful.

Suppose the shoe was on the other foot and the County of San Mateo wanted to build a \$2.2 billion complex in the heart of San Francisco. Don't you think some questions might be raised? Don't you think the citizens of your city would demand that money be spent to mitigate predictable problems?

SFO is the largest economic entity in our county. You are the largest developer. Unfortunately, you have avoided your responsibilities. You have not provided promised noise insulation funds for our homes. You have failed to spend your own money to resolve traffic problems. You have done nothing to alleviate housing shortages that your airport has helped create.

In the spirit of cooperation and goodwill, we present the following proposals.



On airport noise:

- Guarantee funding to soundproof all eligible homes by the year 2000 in Daly City, Millbrae, Pacifica, San Bruno, South San Francisco and the unincorporated areas of the county, as certified by your own 1983 noise contour map.

Abandon your scheme to draw a new noise map so you can drop half the homeowners who have been promised insulation since 1983. Drop your plan to eliminate all homes that have changed hands since 1983. As you are well aware, these proposals could eliminate at least three-quarters of all eligible homes from the funding program.

- Impose a curfew to stop takeoffs and landings of noisy aircraft during late night hours.

- Impose a surcharge on noisy aircraft and those who fly too low. Use those penalties to help fund the residential insulation program.

- Guarantee that all entitlement funds -- estimated to total \$70 million - impounded by the FAA as a result of the Q707 dispute be immediately transferred into the residential insulation program.

- Prohibit outside testing of jet engines at night. Require that these "power run-ups" be done in insulated and enclosed hangers during night-time hours.

On traffic:

- Acknowledge your responsibilities to our community and make SFO accountable to the county's congestion management program to reduce traffic gridlock on Highway 101 and adjacent streets.

- Stand ready to pay for needed off-airport road construction that will be necessary as SFO expands and the estimated 140,000 more vehicles each day fill our freeway and streets.

- Delay the approval of the expansion EIR until a traffic study is completed and mitigations are approved.

On housing:

- Stop opposing housing in areas where it is permissible and safe. Get out of local land-use issues over which you have no authority.

- Provide funding for affordable housing in San Mateo County, just as developers are required to do when building major complexes in San Francisco. Based on your own city's formula, you should contribute at least \$44 million toward local housing.

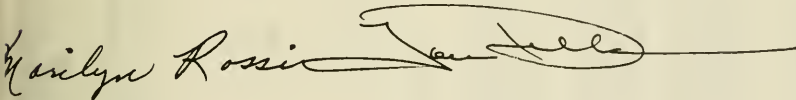
On building a new relationship with San Mateo County:

- Acknowledge that our community should remain informed. Schedule more meetings in San Mateo County as the EIR approval process continues.

- Mitigation measures must be written as signed and enforceable contracts. They cannot be written as Memorandums of Understandings. Agreements to agree are meaningless.

Thank you in the spirit of regional cooperation.

Sincerely,

The block contains two handwritten signatures. On the left is the signature of Marilyn Rossi, written in a cursive script. On the right is the signature of Lou Dell'Angela, also in cursive, with a long horizontal line extending to the right.

Marilyn Rossi
Co-chair

Lou Dell'Angela
Co-chair

I. NOISE

1.1.0 Noise Insulation

\$70 million of withheld entitlement funds to become available for noise insulation.

1.1.1 wksp #1 Complete noise insulation for all homes in 65 CNEL, per 1983 Part 150 map, by year 2000.

Could be adopted as part of the Master Plan. Airports Commission will establish a fund equal to \$12,000 times the number of impacted homes within the 65 CNEL contour as of 9/1/92. The funds will be managed by the Airports Commission and will be available to each city on a pro rata basis, based on its total number of noise impacted homes. This equates to approximately 5,000 less homes than would be eligible for insulation funds under the 1983 map filed with the FAA. Additionally, this proposal would EXCLUDE:

- 1) Homes not continuously occupied since 2/1/83;
- 2) Homes that have already received insulation funds; and
- 3) Homes that are scheduled for insulation under the existing program.

1.1.2 wksp #2 Highest priority to complete insulation program w/max. speed max. \$\$.

Could be adopted as part of the Master Plan. (See 1.1.1)

1.1.3 wksp #2 Cities submit a single master insulation plan.

Could be adopted as part of the Master Plan. (See 1.1.1)

1.1.4 wksp #2 Set up a mechanism to I.D. \$\$ sources on an on-going basis. Tie funding & acceleration of project w/expansion.

Could be adopted as part of the Master Plan. (See 1.1.1)

1.1.5 ALUC Complete the Residential Noise Insulation Program.

Could be adopted as part of the Master Plan. (See 1.1.1)

1.1.6 EIR&R "...Mitigation for this [increased backblast] should include an increased commitment by the airport to residential noise insulation such that there will be no homes within the 65 CNEL by the year 2006. The master plan proposes 6,000 homes will still be within the 65 CNEL by that date." (Janet Fogarty, Mayor of Millbrae) [EIR&R pg.283]

Could be adopted as part of the Master Plan. (See 1.1.1)

1.1.7 EIR&R "Add a separate mitigation measure that indicates the San Francisco Airports Commission will continue to provide matching funding to local agencies to continue their airport noise insulation projects, and that the Commission will expand its financial commitment, as needed, to accelerate the noise insulation projects, until all noise impacted homes within the 65 dB CNEL noise contour and above have been insulated by the end of 2006..." [EIR&R pg.283]

Could be adopted as part of the Master Plan. (See 1.1.1)

1.1.8 EIR&R "The text should include a section on the ongoing aircraft noise insulation projects in several cities and an unincorporated area of the County near the Airport (Country Club Park). This section should indicate the total number of homes within the 65 dB CNEL and higher noise contours to be insulated and the number of homes insulated as of December 1990. It should also explain the funding structure of these projects, and indicate the overall noise insulation program that could be drastically accelerated if the Airports Commission substantially increases its funding commitment." (Raymond Miller, C/DAG) [EIR&R pg.283]

Could be adopted as part of the Master Plan. (See 1.1.1)

1.1.9 EIR&R "...Additional mitigation programs could include provision of an enlarged and accelerated noise insulation program. San Francisco International Airport should guarantee a minimum level of funding for noise insulation programs even if Federal money no longer becomes available. The program should also be expanded without

Could be adopted as part of the Master Plan. (See 1.1.1)

Federal money to provide insulation services to areas affected by single-event noise which are not within the 65 CNEL noise boundary." (Wendy Cosin, City of Pacifica) [EIR/CER pg.284]

1.1.10 EIR/CER

"Add a separate mitigation measure that indicates the San Francisco Airports Commission will expand its financial commitment, as needed, to accelerate local agency noise insulation projects until all noise impacted homes, within the 65 dB CNEL noise contour and above, have been insulated by the end of 2006." (County of San Mateo Board of Supervisors) [EIR/CER pg.284]

Could be adopted as part of the Master Plan. [See 1.1.1]

1.1.11 C/CAG

Total program will be completed by year 2000.

Could be adopted as part of the Master Plan

1.1.12 C/CAG

SFO will continue 80%/20% funding participation (local match) beyond the year 2000.

Could be adopted as part of the Master Plan. [See 1.1.1]

1.1.13 C/CAG

Program funding is based on an average of \$12,000/dwelling unit (1992 dollars) plus inflation over the program period.

Could be adopted as part of the Master Plan. [See 1.1.1]

1.1.14 C/CAG

Insulate all dwelling units within the 65 dB CNEL noise contour, as shown on the Projected CNEL Contours (1980 Baseline) Map, approved by the FAA, as part of the Airport's FAR Part 150 Noise Compatibility Program (Figure 110-4 of the Joint Land Use Study Final Technical Report, approved by the Joint Powers Board, March 1980).

[See 1.1.1]

1.1.15 EIR/CER

"An expanded land use program might contain the following elements:

Could be considered by A/P Commn. Roundtable pursuant to MOU.

- An expanded area of eligibility to address single-event noise exposure.
- Commitment to a continuous, long-term program.
- A minimum funding level available with or without federal funds.
- Where acceptable, to include land use conversions as well as acoustical treatment." (Roger Chinn, Airport/Community Roundtable) [EIR CER pg.285]

1.1.16 EIR/CER

"An impact is shown in terms of the location of the 65 dBA CNEL contour in Burlingame. Because there is an acknowledged impact, a mitigation program sponsored by the airport or air carriers should be proposed. Some kind of retrofit program designed for this specific kind of noise (backblast noise) could be included for those homeowners and noise sensitive uses outside the 65 dBA CNEL contour who are particularly vulnerable to this type of noise exposure." (Dennis Argyles, City of Burlingame) [EIR CER pg.285]

Could be considered by A/P Commn. Roundtable pursuant to MOU.

1.1.17 Uksp #3

Completion of all insulation for homes qualified within the 65 CNEL boundary before proposed expansion can occur.

Not addressed in mitigations.

1.1.18 Uksp #1

Use entitlement as well as discretionary funds for noise insulation and mitigation measures.

Not addressed in mitigations.

1.1.19 Uksp #1

Open a noise insulation coordinating office for insulation requestors.

Not addressed in mitigations.

1.1.20 Uksp #1

Airport should open noise insulation office for insulation requestors.

Not addressed in mitigations.

1.1.21 Uksp #2

Cities work together to coordinate home insulation.

Not addressed in mitigations.

1.1.22 Uksp #2

Homeowner pay extra to speed up/improve insulation.

Not addressed in mitigations.

1.1.23 Uksp #1

Levy a noise surcharge to finance home noise insulation program.

Not addressed in mitigations.

MITIGATION

MITIGATION REQUESTED

1.1.24 Wksp #3	Additional programs to mitigate noise.	Not addressed in mitigations.
1.1.25 C/CAG	SFO will escrow shortfall after year 2000.	Not addressed in mitigations.
1.1.26 C/CAG	SFO will earn interest on escrow account.	Not addressed in mitigations.
1.1.27 C/CAG	Each participating city/agency will submit a pre-application to the FAA for its total insulation program.	Not addressed in mitigations.
1.1.28 C/CAG	SFO will establish a separate start-up fund (amount to be determined) to insulate dwelling units impacted by low frequency noise.	Not addressed in mitigations.
1.1.29 C/CAG	The fund will be administered by the Airport/Community Roundtable.	Not addressed in mitigations.
1.1.30 C/CAG	The Roundtable will establish a pilot program to evaluate the effectiveness of insulating low frequency impacted dwelling units; the eligible area will be determined by the Roundtable.	Not addressed in mitigations.
1.1.31 C/CAG	Future funding of the low frequency noise program will be based on evaluation of the success of the pilot program.	Not addressed in mitigations.
1.1.32 A/P Roundtable	Complete the noise insulation for all homes in the 65dB CNEL boundary before expansion can take place.	Not addressed in mitigations.
1.2.0 Load Factor		
1.2.1 Wksp #1	Lobby airlines to increase load factor. Establish financial incentives and disincentives, runway use restrictions, preferential runway surcharges, empty seat surcharges and time of day restrictions to encourage airlines to reach load factors of 95% for all operations. Compute a maximum effective noise factor that is inversely proportional to the load factor. [SFIAMP pg.14#44]*	Deemed infeasible or inappropriate without explanation.
1.2.2 Wksp #2	National policy for increased load factors. Schedule to capacity.	Deemed infeasible or inappropriate without explanation.
1.2.3 Wksp #3	Load factors and empty airplanes. Establish financial incentives and disincentives, runway use restrictions, preferential runway surcharges, empty seat surcharges and time of day restrictions to encourage airlines to reach load factors of 95% for all operations; Compute a max. effective noise factor that is inversely proportional to the load factor. [SFIAMP pg.14#40]*	Deemed infeasible or inappropriate without explanation.
1.2.4 EIR/CER	*Provide financial incentives and disincentives for departures that are not full. Empty seats make noise with no off-setting benefits to anyone. Penalties should be levied on those empty seats." (Duane Spence, Airport Mitigation Coalition) [EIR/CER pg.279]	Deemed infeasible or inappropriate without explanation.
1.3.0 Downscale Expansion		
1.3.1 Wksp #1	Regional Airport Plan, Downscale Expansion Plans to correlate with % of passenger activity prescribed for SFA by Regional Airport System and Cal. Airport Syst. Plan. [SFIAMP pg.15#99]*	Deemed infeasible or inappropriate without explanation.

1.3.2 Wksp #3	Comply with ABAG/MTC Regional Airport System Plan and the California Airport System Plan. Downscale expansion plans to correlate with percentage of passenger activity (55% of regional passenger pool) prescribed for SFIA by the Regional Airport System Plan and the California Airport System Plan. [SFIAmp pg.15#99]*	Deemed Infeasible or Inappropriate without explanation.
1.3.3 Wksp #1	Consider use other airports.	Not addressed in mitigations.
1.3.4 Wksp #1	Will not expand airport unless certain conditions met.	Not addressed in mitigations.
1.3.5 Wksp #1	SFO has more than its fair share of traffic.	Not addressed in mitigations.
1.4.0 Noise Banking		
1.4.1 Wksp #1	Consider planting of trees on west of Bayshore property to buffer West of to buffer West of Bayshore communities from Airport. [SFIAmp pg.9#14b)*	Could be considered by A/P Commun. Roundtable pursuant to MOU.
1.4.2 Wksp #1	Use sound barriers or noise banking systems for all runways. [SFIAmp pg.14#63)*	Deemed Infeasible or Inappropriate without explanation.
1.4.3 EIRCAR	"Adopt a noise banking system in which all airlines have a noise allocation. They would be permitted to use it in a number of ways--append it, trade it, bank it. This was originally proposed during the Joint Land Use Study in the late 1970's by Bakers of the CAB. Since the airport's only method to increase flight capacity is to saturate runway 1 where the low frequency noise is not properly taken into account, this would put the airlines in the position of thinking very seriously about their effects on the community. This would be a benefit to all communities." (Duane Spence, Airport Mitigation Coalition [EIRCAR pg.276])	Deemed Infeasible or Inappropriate without explanation.
1.4.4 Wksp #1	Analyze the total noise emanation from SFIA at the present time, and divide that noise among all the air carriers and operations in proportion to the existing distribution. The total noise may not grow larger, but can be re-apportioned within the group at the discretion of each member.	Not addressed in mitigations.
1.4.5 EIRCAR	"...the highest and best sound reducing Noise Baffle Fence and/or Sound Barrier wall must be constructed from Hilton Hotel going south all the way to past RW 1R along the East side of the Hwy 101 as a Noise Mitigation. (Jessie Bracker, letter of 8/27/91 and public hearing of 8/27/91) [EIR CAR pg.288])	Not addressed in mitigations.
1.5.0 Violations		
1.5.1 Wksp #3	Lack of violations to noise regulations of SFIA. Consider making existing noise regulations more stringent, and apply meaningful penalties for violations. [SFIAmp pg.12#25)*	Could be considered by A/P Commun. Roundtable pursuant to MOU.
1.5.2 Wksp #1	Low fines for violations. Consider developing and implementing a noise surcharge or environmental fee to enforce proper departure routes. (Implementing agencies: SFIA, FAA, airlines serving SFIA) [SFIAmp pg.15#10)*	Deemed Infeasible or Inappropriate without explanation.
1.5.3 Wksp #1	Inform the public about air carriers and pilots who are not being responsible users of the airport, and inform the public about the ones that are best. Publish the telephone numbers of the noisiest airlines and telephone pilots at home.	Not addressed in mitigations.
1.6.0 Curfew		

1.6.1 Wksp #1	Absolute Stage 2 curfew 2200 hrs. -- 0700 hrs. Modify or eliminate reverse thrust use during the hours of 2200 -0700, except for Runway 19 arrivals. [SFIAMP pg.645]*	Could be considered by A/P Commun.	Roundtable	pursuant to MOU.
	Evaluate closing Runway 1 to all operations from 2200 to 0700 hrs and reduce all nighttime and early departures and arrivals. [SFIAMP pg.11#21b]*	Could be considered by A/P Commun.	Roundtable	pursuant to MOU.
	Consider additional enforcement of the Stage 2 curfew for hours 2200 to 0700 and do not grant exceptions from the curfew. Do not grant increases for single-event nighttime noise. Allow no overflight of residential areas during the 2200 to 0700 hours. [SFIAMP pg.9#12b)*	Could be considered by A/P Commun.	Roundtable	pursuant to MOU.
1.6.2 Wksp #1	Meaningful max. effective A/C noise limit (exp. DBA) Consider reducing the maximum nighttime sideline noise limit of 103 dB to a lower level by December 31, 1993, 1993 (i.e., 89 EPNdB for departures) [SFIAMP pg12#23]*	Could be considered by A/P Commun.	Roundtable	pursuant to MOU.
1.6.3 Wksp #2	No increase in nighttime noise.	Could be considered by A/P Commun.	Roundtable	pursuant to MOU.
1.6.4 Wksp #3	Absolute stage 2 curfew 2200-0700.	Could be considered by A/P Commun.	Roundtable	pursuant to MOU.
1.6.5 ALUC	Establish a Curfew.	Could be considered by A/P Commun.	Roundtable	pursuant to MOU.
1.6.6 A/P Roundtable	Reduce nighttime and early morning departures and arrivals by implementing new restrictions.	Could be considered by A/P Commun.	Roundtable	pursuant to MOU.
1.6.7 A/P Roundtable	Reduce the maximum nighttime sideline noise limit of 103 EPNdB to a lower level by December 31, 1993.	Could be considered by A/P Commun.	Roundtable	pursuant to MOU.
1.6.8 A/P Roundtable	Prohibit Stage 2 aircraft operations at night; do not approve variances to allow Stage 2 aircraft operations at night.	Could be considered by A/P Commun.	Roundtable	pursuant to MOU.
1.6.9 EIRCAR	"The text should analyze the feasibility of a nighttime curfew on airport operations and the feasibility of a mandatory preferential runway use program in the nighttime hours, as an alternative to a curfew."(Raymond Miller, C/CAG)(EIRCAR pg.268)	Could be considered by A/P Commun.	Roundtable	pursuant to MOU.
1.6.10 EIRCAR	"Institute a total departure curfew from 12 midnight to 7:00 a.m. on runways 1L and 1R."(EIRCAR pg.270)	Could be considered by A/P Commun.	Roundtable	pursuant to MOU.
1.6.11 EIRCAR	"Institute a total sideline noise level of 98 dB for night operations to be sure only the quiet planes operate in and out of SFA." (Duane Spence, Airport Mitigation Coalition) (EIRCAR pg.280)	Could be considered by A/P Commun.	Roundtable	pursuant to MOU.
1.6.12 EIRCAR	"Appendix J indicates that nighttime flights can be assumed to increase 25%--from 129 flights per night now to 162 flights per night in the year 2006. Each of the 162 flights would have a statistical probability of disturbing the sleep of each residence they fly over. We would like to see night flyers of Pacifica eliminated or at least strictly controlled; as to total per night and frequency within any hour.	Not addressed in mitigations.		
1.6.13 EIRCAR	"We suggest that the EIR seriously consider an alternative that would have hourly flights as shown below.	Could be considered by A/P Commun.	Roundtable	pursuant to MOU.

NUMBER OF FLIGHTS
HOUR

0000	0
0100	0
0200	0
0300	0
0400	0
0500	0
0600	56
0700	90
0800	120
0900	102
1000	95
1100	115
1200	120
1300	110
1400	98
1500	98
1600	104
1700	93
1800	108
1900	120
2000	120
2100	120
2200	0
2300	0
Total	1,669

1.6.12 Wksp #2 No overflights in late night hours. 70%, 55%

- a) Need to have
- b) Should have
- c) Nice to have

Uncertain.

1.7.0 Funding Obligations

1.7.1 Wksp #1 Should use entitlement A.I.P. fund for noise.

Not addressed in mitigations.

1.7.2 C/CAG SFO will guarantee 50% matching funding by FAA

Not addressed in mitigations

1.8.0 SENL

1.8.1 Wksp #1 Use SENL for standard (Comm. to adopt SENL)
Consider developing a single-event noise metric for local use that better reflects all noise impacts from operations at SFO, including, but not limited to: the number of noise events that occur during a given time period; the peak noise in dB on an unweighted scale; the duration of events; and the time of day of events.
[SFIAMP pg683]

Could be considered by A/P Comm. Roundtable pursuant to MOU.

1.8.2 Wksp #3 Single event noise metric must be developed and used to validly portray the existing noise impact of SFO operations.

Could be considered by A/P Comm. Roundtable pursuant to MOU.

1.8.3 A/P Roundtable Implement a local single-event noise standard and report single-event noise level violations to monitor compliance.

Could be considered by A/P Comm. Roundtable pursuant to MOU.

1.8.4 EIR/CER "...They should abandon the CNEL as a metric and adopt a more realistic measurement

Could be considered by A/P Comm. Roundtable pursuant to MOU.

based on single events." (Duane Spence, Peninsula Litigation Coalition)
[EIR C&R pg.292]

1.8.5 EIR Implement "quiet climb" program to reduce the single-event noise of Stage 2 aircraft in areas near SFIA.

Could be forwarded to other Agencies.

1.8.6 EIR&C&R "...Mitigations by the airport to address the impact of single event noise and increases in single event noise should be included through such programs as expanded insulation programs and operational and navigational adjustments such as runway assignments, reciprocal curfews for some destinations or curfews on some operations..." (Dennis Argyres, City of Burlingame) [EIR&C&R pg.282]

Could be considered by A/P Commn. Roundtable pursuant to MOU.

1.8.7 EIR&C&R "The EIR must provide adequate mitigation measures for single-event noise levels, such as an expanded acoustical treatment program, with consideration given to the need for insulation outside the 65 CMEL noise contour." (George Foscardo, City of San Bruno) [EIR&C&R pg.284]

Could be considered by A/P Commn. Roundtable pursuant to MOU.

1.9.0 Runways Curfew prohibiting all Colma Gap departures at night - regardless of type of plane.

1.9.1 Wksp #1 More use of shoreline vs. Runway 01.
Consider reducing use of Runway 1 to its previous operation of 60-65% by increasing shoreline departures from Runway 28 and increasing operations on Runways 10 and 19. [SF& pg.11#20]*

Could be considered by A/P Commn. Roundtable pursuant to MOU.

1.9.2 EIR Encourage FAA, review and, if possible, revise the Quiet Bridge Approach to Runways 28L and 28R.

Could be considered by A/P Commn. Roundtable pursuant to MOU.

1.9.3 EIR Encourage FAA to study and, if possible, revise and expand the use of the "quiet departure" for aircraft departing on Runways 1L and 1R.

Could be considered by A/P Commn. Roundtable pursuant to MOU.

1.9.4 EIR Continue voluntary maximum use of the existing preferential runway use procedures at SFIA, (nighttime use of Runways 10L and 10R for departures).

Could be considered by A/P Commn. Roundtable pursuant to MOU.

1.9.5 Wksp #3 Consider construction Runways 26L and 26R. [SF& pg.8#11b]*

Could be considered by A/P Commn. Roundtable pursuant to MOU.

1.9.6 Wksp #3 Evaluate if Runway 1 could return to the operating level of 60-65%. [SF& pg.8#11b]*

Could be considered by A/P Commn. Roundtable pursuant to MOU.

1.9.7 Wksp #3 Consider mandatory use of Runway 10 for hours 0100 to 0600. [SF& pg.12#26]*

Could be considered by A/P Commn. Roundtable pursuant to MOU.

1.9.8 Wksp #1 Airport return to prior usage of Rwy's 01 (Not adopt policy to shift noise).

Could be considered by A/P Commn. Roundtable pursuant to MOU.

1.9.9 Wksp #1 Evaluate if Runway 1 could return to the operating level of 60-65%. [pg.8#1c]*

Could be considered by A/P Commn. Roundtable pursuant to MOU.

1.9.10 Wksp #1 Consider using lower noise limits for Runway 1 operations (i.e., 95 EPNdB for daytime departures) [SF& pg.11#21a]*

Could be considered by A/P Commn. Roundtable pursuant to MOU.

1.9.11 Wksp #1 Evaluate closing Runway 1 to all operations from 2200 to 0700 hours and reduce all nighttime and early morning departures and arrivals. [SF& pg.11#21b)*

Could be considered by A/P Commn. Roundtable pursuant to MOU.

1.9.12 Wksp #1 Evaluate the May 1992 Runway 1 test program and implement effective options from the results of the program. [SF& pg.11#9)*

Could be considered by A/P Commn. Roundtable pursuant to MOU.

1.9.13 A/P Roundtable	Provide incentives to increase the use of Runways 28 Shoreline departures and Runway 10 departures.	Could be considered by A/P Commun. Roundtable pursuant to MOU.
1.9.14 A/P Roundtable	Deactivate Runways 01 at night.	Could be considered by A/P Commun. Roundtable pursuant to MOU.
1.9.15 A/P Roundtable	Evaluate the May 1992 Runways 01 test program and implement effective options from the results of the program.	Could be considered by A/P Commun. Roundtable pursuant to MOU.
1.9.16 EIRC&R	Shift the backblast noise from runways 1, by returning to pre-1985 levels of departures on runways 1L and 1R." (Duane Spence, Airport Mitigation Coalition) [EIRC&R pg.279]	Could be considered by A/P Commun. Roundtable pursuant to MOU.
1.9.16 EIRC&R	"Increase the departures using the Quiet Shoreline from runways 28 on a regular and mandatory basis." (Duane Spence, Airport Mitigation Coalition) [EIRC&R pg.280]	Could be considered by A/P Commun. Roundtable pursuant to MOU.
1.9.17 EIRC&R	"Initiate the use of runway 19 landings (from up and down the bay, not over the Eastbay) and 10 takeoffs." (Duane Spence, Airport Mitigation Coalition) [EIRC&R pg.281]	Could be considered by A/P Commun. Roundtable pursuant to MOU.
1.9.18 A/P Roundtable	Prohibit extension of runways or construction of new runways during the Master Plan period.	Deemed Infeasible or Inappropriate without explanation.
1.9.19 Wksp #3	Prohibit extension of existing runways or construction of new runways during the Master Plan period. [SFIAMP pg.147]	Deemed Infeasible or Inappropriate without explanation.
1.9.20 EIRC&R	"The trend toward increased use of Runway 1, however, subjects Millbrae residents to increased single-event and backblast noise. Mitigation for these impacts should be included; e.g. increased participation in and acceleration of residential noise insulation by the Airport, and a reduction in the use of Runway 1." (Janet Fogarty, Mayor, City of Millbrae) [EIRC&R pg.271]	Not addressed in mitigations.
1.9.21 ALUC	Limit the size of the Noise Impact Area.	Not addressed in mitigations.
1.10.0 SUPPORT ROUNDTABLE		
1.10.1 EIRC&R	"Add a separate mitigation that indicates the Airports Commission, through the Director of Airports, will continue to support and participate in the Airport/Community Roundtable to continue to provide an ongoing public forum to address community airport noise issues and to monitor airport noise abatement actions implemented by the Director of Airports, the FAA, and the airlines." (Raymond Miller, C/CAG) [EIRC&R pg.291]	Could be adopted as part of the Master Plan. [SFIAMP pg.563]
1.11.0 BACKBLAST		
1.11.1 Wksp #1	Measure backblast noise. Consider developing a backblast noise metric for local use (which may be the same as the single-event noise metric) that is sensitive to the number of noise events that occur during a given period, and the peak noise in dB using an unweighted scale. [SFIAMP pg.64]	Could be considered by A/P Commun. Roundtable pursuant to MOU.
1.11.2 Wksp #3	Backblast noise metric must be developed and used (locally) to validly report the existing impact on surrounding communities. The Airports Commission will fund a pilot program to be implemented by the	Could be considered by A/P Commun. Roundtable pursuant to MOU.

MITIGATION REQUESTED

Roundtable to test the effectiveness of sound insulation measures on reducing low frequency noise. The Airports Commission will work with the Roundtable on the appropriate scope of such a test program. [SFIAMP pg.6#2]*
With the Calif. Dept. of Transp. and the FAA, conduct a study involving the use of C-weighting to quantify backblast impacts, and the development of a standard for evaluating backblast impacts. [SFIAMP pg.14#3d]*

1.11.3 A/P Roundtable
Utilize noise mitigation procedures to lessen backblast noise from Runways 01 departures.

1.11.4 EIR&R
"...They could eliminate the suggestion for long range and faster climb-out aircraft. We need less noisy backblast aircraft..." (Duane Spence, Peninsula Litigation Coalition) [EIR &R pg.291]

1.11.5 Wksp #1
Study on Backblast Noise. With the California Department of Transportation and the FAA, conduct a study involving the use of C-weighting to quantify backblast impacts, and the development of a standard for evaluating backblast impacts. [SFIAMP pg.14#3]*

1.11.6 EIR&R
"While South San Francisco is not significantly impacted by backblast noise from departing aircraft, a number of local communities are impacted. While there is no current standardized method for measuring low frequency backblast impacts, the problem is serious enough that the Airport should make a commitment to researching possible methods for measuring and quantifying backblast impacts. (Jack Drago, City of South San Francisco) [EIR &R pg.287]

1.12.0 Additional Studies

1.12.1 EIR&R
"Develop a regional plan to distribute air traffic more equitably among the bay area airports." (Duane Spence, Airport Mitigation Coalition) [EIR&R pg.275]

1.12.2 Wksp #1
Take noise survey of entire area (questionnaire).
Questionnaire should ask about noise, air pollution, particulate fallout, traffic congestion, mass transit, utilities, water, sewage, disposal, safety, public health, security & disaster preparedness.

1.12.3 EIR&R
"Add separate mitigation measure that indicates the FAA will use air traffic flow control as a noise abatement measure to ensure large numbers of aircraft will not arrive at or depart the airport at the same time." [Raymond Millier, C/CAG] [EIR&R pg.267]

1.12.4 EIR&R
"We agree with the Airport Land Use Commission's (ALUC) comment that the Draft EIR should address air traffic flow control by the FAA as a noise mitigation measure to reduce noise impacts and to analyze the feasibility of a curfew or mandatory preferential runway use during the nighttime hours to reduce noise impacts." (Leslie Carmichael, City of Foster City) [EIR&R pg.267]

1.13.0 Miscellaneous

1.13.1 Wksp #1
Improve noise offices 800-number (long distance) so citizens can file a complaint or for other valid purposes and not have to pay a toll charge.

1.13.2 Wksp #2
Narrow choices (conditions) down to the minimum.

1.13.3 Wksp #3
Maximum noise limit.

Could be considered by A/P Commn. Roundtable pursuant to MOU.

Could be considered by A/P Commn. Roundtable pursuant to MOU.

Deemed Infeasible or Inappropriate without explanation.

Deemed Infeasible or Inappropriate without explanation.

Could be considered by A/P Commn. Roundtable pursuant to MOU.

Not addressed in mitigations.

Not addressed in mitigations.

Not addressed in mitigations.

Not addressed in mitigations.

Uncertain.

Uncertain

SOURCE OF
MITIGATION

MITIGATION REQUESTED

1.13.4 Wksp #3	Air quality and health problems in San Mateo County caused by SFO operations.		Not addressed in mitigations		
1.13.5 ALOC	Request FAA to make maximum use of assigned SIDs and published arrivals.		Not addressed in mitigations.		
1.13.6 EIRC&R	"...Scheduling departures to minimize the need for radar vectors should be explored as a mitigation." (Stephen Waldo, Mayor of Brisbane) [EIRC&R pg.282]		Not addressed in mitigations.		
1.13.7 EIRC&R	"Aircraft must attain high altitude upon take-off from SFO, because of noise and pollution that affects the San Francisco Bay Area." (Leonard Lundgren, Lakeside Property Owners Association) [EIR C&R pg.290]		Not addressed in mitigations.		
1.13.8 EIRC&R	"The 28-extension proposal should be identified as a potential mitigation measure in this section. However, committed funding sources to implement this proposal--or any other involving improvements to MUNI service--have not been identified." (Peter Straus & James Lowe, MUNI) [EIRC&R pg.174]		Not addressed in mitigations.		
1.14.0 Noise Shifting					
1.14.1 Wksp #3	Noise has been shifted to the hillside communities. Abide by mandate that has existed since the Joint Powers Study that noise would not be shifted from one community to another. [SFIAMP pg.12#22]*		Could be considered by A/P Commun.	Roundtable	pursuant to MOU.
1.14.2 A/P Roundtable	Enforce the policy of the Airports Commission and the A/C Roundtable to not shift noise from one community to another.		Could be considered by A/P Commun.	Roundtable	pursuant to MOU.
1.14.3 EIRC&R	"An additional mitigation measure which should be considered is to shift southbound flights departing from Runway 28 out of the San Bruno Gap." (Wendy Cosin, City of Pacifica) [EIR C&R pg.293]		Not addressed in mitigations.		
1.15.0 Overflights					
1.15.1 SFIAMP	Include sufficient flight identification information to facilitate follow-up and correction of overflight problems. [SFIAMP pg.8#9b]*		Could be considered by A/P Commun.	Roundtable	pursuant to MOU.
1.15.2 EIRC&R	"Overflight noise in Foster City due to approaches to runways 28L and 28R could be greatly reduced. If not eliminated, by construction of two additional runways, 26L and 26R. These new runways would allow planes aligned with the runway centerlines to be a half-mile or more off shore as they pass Foster City." (Duane Spence, Airport Mitigation Coalition) [EIRC&R pg.277]		Could be considered by A/P Commun.	Roundtable	pursuant to MOU.
1.16.0 Monitoring and Navigational Systems					
1.16.1 SFIAMP	Consider having interim procedures in place by October 1992 to be used prior to installation of the LDA/DME and also long-term procedures using the LDA/DME planned for installation at SFO in 1992, with such procedures to be in operation within six months of LDA/DME installation. [SFIAMP pg.11#18b]*		Could be considered by A/P Commun.	Roundtable	pursuant to MOU.
1.16.2 SFIAMP	Consider reviewing and revising flight procedures pursuant to the MLS within one year of its installation. [SFIAMP pg.11#19b]*		Could be considered by A/P Commun.	Roundtable	pursuant to MOU.
1.16.3 EIR	Accelerate installation of the Passive Aircraft Detection Instrument System (PADIS) so that it could be used to analyze flight tracks and to help develop and implement noise abatement measures. Consider the possibility of adding gate		Could be considered by A/P Commun.	Roundtable	pursuant to MOU.

1.16.4 A/P Roundtable	Apply the PASSUR System to expand the proactive noise management program.	could be considered by A/P Commun. Roundtable pursuant to MOU.
1.16.5 EIRC&R	"...The need for additional noise monitors has been previously discussed and should also be recognized in the DEIR due to the proposed significant increase in air traffic." (Wendy Cosin, City of Pacifica) [EIR C&R pg.294]	Could be considered by A/P Commun. Roundtable pursuant to MOU.
1.16.6 A/P Roundtable	Support the installation of the Localizer-type Directional Aid (LDA) and apply its capabilities to reduce overflights of communities.	Could be forwarded to other Agencies.
1.16.7 EIRC&R	"There are no mitigations noted for the expected increase in noise exposure, as measured by CNEL, at Foster City. A potential mitigation may include the installation of a Localizer Type Directional Aid (LDA) for approaches to Runway 28R." (Roger Chin, Airport/Community Roundtable) [EIRC&R pg.272]	Could be forwarded to other Agencies.
1.16.8 A/P Roundtable	Pursue installation of a microwave landing system (MLS) and apply its capabilities to revise flight patterns and procedures to lessen noise impacts on the environs cities.	Not addressed in mitigations.
1.16.9 EIRC&R	"They could develop a microwave system to successfully implement 92 percent of arrivals landing on Runways 19 Left and 19 Right. It would allow 60 to 80 percent of departures to use quiet shoreline from Runways 28 Left and Right..." (Duane Spence, Peninsula Litigation Coalition) [EIRC&R pg.272]	Not addressed in mitigations.
1.16.10 EIRC&R	"Add a separate mitigation to address installation of navigation equipment to assist in reducing noise impacts over populated areas." (Raymond Miller, C/CAG) [EIRC&R pg.272]	Not addressed in mitigations.
1.16.11 EIRC&R	"Mitigation measures involving navigational equipment to assist in reducing noise impacts over populated areas should be added to the DEIR." (George Foscardo, City of San Bruno) [EIRC&R pg.272]	Not addressed in mitigations.
1.16.12 EIRC&R	"The mitigation measures should include use of Passive Aircraft Surveillance Radar to provide computer tracking and records of flight patterns in order to monitor and report on whether aircraft are actually staying in assigned areas." (Leslie Carmichael, City of Foster City) [EIRC&R pg.274]	Uncertain.
1.17.0 Runups		
1.17.1 SFIAMP	Evaluate counting individual engine runups as separate runups.	Could be considered by A/P Commun. Roundtable pursuant to MOU.
1.17.2 A/P Roundtable	Require all runups to use sound enclosures.	Not addressed in mitigations.
1.17.3 A/P Roundtable	Prohibit runups at boarding gates.	Not addressed in mitigations.
1.17.4 EIRC&R	"All extended-time Aircraft Engine Runups be done as close to East side of Airport as possible (by the Bay)." (Jessie Bracker) [EIR C&R pg.292]	Not addressed in mitigations.
1.18.0 Foster City		
1.18.1 SFIAMP	Foster City Overflights	

Could be considered by A/P Commun. Roundtable pursuant to MOU.
 Could be considered by A/P Commun. Roundtable pursuant to MOU.
 Could be considered by A/P Commun. Roundtable pursuant to MOU.

Deemed Infeasible or Inappropriate without explanation.

Uncertain

Deemed Infeasible or Inappropriate without explanation.

Deemed Infeasible or Inappropriate without explanation.

Deemed Infeasible or Inappropriate without explanation.

Deemed Infeasible or Inappropriate without explanation.

Deemed Infeasible or Inappropriate without explanation.

Deemed Infeasible or Inappropriate without explanation.

Deemed Infeasible or Inappropriate without explanation.

Uncertain

Uncertain

Not addressed in mitigations

* As stated in San Francisco International Airport Master Plan Mitigation Program dated July 15, 1992

Consider eliminating the "shortcut" over Foster City from Woodside to the
 the outer marker. [SFIAMP pg.12#27a)*
 Reduce the "side by side" and "single-stream" overflights over Foster City.
 [SFIAMP pg.12#27b)*
 Reduce the nighttime/early morning single-event arrivals over Foster City.
 [SFIAMP pg.12#27c)*

Operating without Variance. Attain operational status free of state of variance
 prior to expanding SFIA. [SFIAMP pg.14#5)*

1.19.2 Uksp #3 Compliance with Calif. State noise standards.

1.19.3 A/P Roundtable Achieve total compliance with State Noise Standards so that the need for a variance
 for operating the airport is removed.

1.19.4 EIRCER "Add a separate mitigation measure that addresses the Airport's noise variance pending
 before the State Division of Aeronautics." (Raymond Miller, C/DAG) [EIR C&R pg.295]

1.20.0 Slotting

1.20.1 SFIAMP Implement Aircraft Slotting Program. [SFIAMP pg.15#6)*

1.21.0 Noise Surcharge

1.21.1 ALUC Establish a Noise Surcharge.

1.21.2 A/P Roundtable Develop and implement a noise surcharge or environmental fee, added to the landing
 fee, to enforce proper flying of departure routes.

1.22.0 Stage 3 Aircraft

1.22.1 EIR Select the earliest practicable date by which the Airport is to achieve
 100 percent Stage 3 operations, and amend the SFIA Noise Abatement Regulation
 to reflect the phase out date.

1.22.2 EIR Encourage the airlines to use large long-range, two-engine aircraft as an
 alternative to four-engine aircraft.

2.0 TRANSPORTATION

2.1.0 Miscellaneous

2.1.1 Uksp #1 60,000 extra trips per day (eliminate)

2.1.2 Uksp #1 Free-flowing traffic on local intersections and major highways. Improve
 flow not worsen. Cars sitting contribute to air pollution.

2.2.0 Connect Airports

2.2.1 Uksp #1 Connect Airports. Bridge between SFO and Oakland. High speed train

MITIGATION

MITIGATION REQUESTED

between SFO and San Jose Airports.

2.2.2 Uksp #2 Bridge connection plan presented by Chris Pallus to link Oakland/SFO and rail.

2.3.0 CMP

2.3.1 Uksp #1 Cooperate w/SMCTA CMP

-connect SFO and Oakland airport & San Jose

-improve & electrify CalTrain

2.3.2 Uksp #3 Airport/SF should comply with the San Mateo Co. Congestion Management Plan.

2.3.4 ALUC Compliance with San Mateo County Congestion Management Plan.

2.3.5 EIR&R *C/CAG believes San Francisco International Airport should be subject to the requirements of the San Mateo County Congestion Management Plan. C/CAG requests the San Francisco Airports Commission to prepare a plan to mitigate all projected traffic increases, which is consistent with the San Mateo County Congestion Management Plan prepared by C/CAG in July 1991.*[EIR&R pg.166]

2.4.0 Funding Obligations

2.4.1 C/CAG SFO will, for its identified share of traffic congestion, participate in the deficiency plans adopted by C/CAG.

2.4.2 C/CAG SFO will financially contribute to a county wide traffic study and delay approval of expansion plan until results are known.

2.4.3 Uksp #2 Airport should contribute to, or subsidize, public transport to Airport.
Provide funding pursuant to a capital improvements program for traffic mitigations outside the boundaries of SFIA.[SFIAmp pg.28#11]*

2.4.4 Uksp #3 Provide funding for traffic mitigations off airport.
Provide funding pursuant to a capital improvements program for traffic mitigations outside the boundaries of SFIA.[SFIAmp pg.28#11]*

2.4.5 Uksp #3 Link timing of Airport expansion to SFIA funding of Caltrain extension to Market St. and Caltrain/BART/People Mover connection to reduce vehicle traffic on 101, 380, 280.
To reduce vehicle traffic on Highways 101, 380 and 280, link the timing of the SFIA expansion to the SFIA funding of Caltrain extension to Market Street and to the construction of Caltrain, BART and People Mover connections to the Airport.

2.4.6 ALUC Establish a Comprehensive Capital Improvement Program.
The Capital Improvement Program should fund the mitigation measures described in the EIR and the comments, including, but not limited to:
-Contributions to park and ride lots;
-Costs of monitoring/metering freeway ramp intersections;
-Contributions to Caltrain extension to the financial district;
-Cost of proportionate share of Millbrae Avenue widening project;
-Cost of new lanes on Highway 101 in impacted areas;
-Contribution to BART extension to SFIA.[SFIAmp pg.28#11]*

Not addressed in mitigations.

Not addressed in mitigations

Not addressed in mitigations.

Not addressed in mitigations.

Not addressed in mitigations.

Could be adopted as part of the Master Plan.
The MOU will establish a timeline for completion of the long range traffic study, and will commit the Airport and C/CAG to develop a joint work plan within 12 months after completion of the study, to address the results of the study.[SFIAmp pg.18#2]

Could be considered by C/CAG pursuant to MOU.

Deemed Infeasible or Inappropriate without explanation.

Deemed Infeasible or Inappropriate without explanation.

Deemed Infeasible or Inappropriate without explanation.

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Deemed Infeasible or Inappropriate without explanation.
Deemed Infeasible or Inappropriate without explanation.

MITIGATION REQUESTED

MITIGATION

2.4.7 EIR	Provide a share (based on SFIA employee and air passenger patronage) of the transit operating costs for Samirans, Caltrain and BART, each of which is necessary to support increased SFIA operations.	Deemed Infeasible or Inappropriate without explanation.
2.4.8 EIR&R	"The Master Plan should not move forward unless all the necessary transportation improvements are funded by the Airport."	Deemed Infeasible or Inappropriate without explanation.
2.4.9 EIR&R	"SFIA must assist in funding the planned improvements at the I-280/I-380 interchange as a mitigation to help reduce the substantial impact SFIA traffic will cause on this area." [EIR&R pg.152]	Deemed Infeasible or Inappropriate without explanation.
2.4.10 EIR&R	"SFIA must contribute funds for improvements to San Bruno arterials pursuant to the North San Bruno Area Wide Traffic Study as a mitigation to help reduce the substantial impact SFIA traffic will cause on San Bruno arterial streets, including San Bruno Avenue, El Camino Real, Huntington Ave. and San Mateo Ave.	Deemed Infeasible or Inappropriate without explanation.
2.4.11 EIR&R	"Provide a share of the transit operating costs for Samirans, Caltrain and BART, each of which is necessary to support increased SFIA operations." [EIR&R pg.153]	Deemed Infeasible or Inappropriate without explanation.
2.4.12 EIR&R	"The Airport should participate in the capital costs of required transit infrastructure to serve Airport passengers and employees i.e. BART Extension." [Robert Treseler, City of Millbrae] [EIR&R pg.154]	Deemed Infeasible or Inappropriate without explanation.
2.4.13 Wksp #1	Establish financial plan to assist local cities with traffic congestion generated by Airport.	Not addressed in mitigations
2.4.14 Wksp #1	Expedite & fund improvements to I380, 280	Not addressed in mitigations
2.4.15 Wksp #2	Taxes paid by Airport to County: County should "pay back" some percent by providing more or improved public transit.	Not addressed in mitigations.
2.4.16 Wksp #3	Establish capital improvement program for improvements with priorities from cities and funding sources from SFIA.	Not addressed in mitigations.
<u>2.5.0 Public Transportation</u>		
2.5.1 EIR&R	If a decision is made to place the SFIA BART station west of U.S. 101, in lieu of a station in the terminal parking garage, build an exclusive right-of-way, bus or rail connection between the SFIA BART station and the Ground Transportation Center with connection service to the terminal and major employment areas, and operate service on this facility in a manner coordinated with BART/Caltrain arrivals and departures.	Could be forwarded to other Agencies.
2.5.2 EIR&R	"Concurrently with the extension of BART to SFIA, increase the frequency of Caltrain service, especially during non-commute hours, so that there is minimal transfer time between Caltrain and BART. As an alternative, extend BART south to San Jose in the Cal Train right-of-way and provide MUNI light rail in the Bayshore Freeway/Third Street corridor as a replacement for Caltrain service." [EIR&R pg.154]	Could be forwarded to other Agencies.
2.5.3 EIR&R	"Increase Sam Trans service to BART and Caltrain station in San Mateo County to encourage use of both systems, both by reducing headways on existing routes and by adding new routes to serve both residential and employment centers."	Could be forwarded to other Agencies.
2.5.4 EIR&R	"Improve MUNI transit capacity in San Francisco so that new BART and Caltrain riders	Could be forwarded to other Agencies.

	destined for locations outside the Financial District would find transit a viable alternative." [EIRC&R pg.154]	
2.5.6 EIRC&R	"Improving MUNI capacity to BART/CalTrain as a possible mitigation measure is desirable for trips to/from the Financial District. However, as noted above, expecting people from western neighborhoods to ride to BART or CalTrain to get to the airport is unrealistic." [EIRC&R pg.174]	Could be forwarded to other Agencies.
2.5.7 EIRC&R	"Increasing the length of the CalTrain run into downtown San Francisco would increase CalTrain's ridership and make it a real boon for people who would prefer not to drive to work." [Patricia Clark] [EIRC&R pg.177]	Could be forwarded to other Agencies.
2.5.8 Uksp #1	To reduce vehicle traffic on Highways 101, 380 and 280, link the timing of the expansion to the SFIA funding of Caltrain extension to Market Street and to the construction of Caltrain, BART and People Mover connections to the Airport. [SFIAAMP pg.28#13]"	Deemed Infeasible or Inappropriate without explanation.
2.5.9 Uksp #1	Inter-modal connections BART/CalTrain -Plan for regional (MTC) figures on passenger projections -Cooperation & integration of flights between airports	Not addressed in mitigations
2.5.10 Uksp #2	Public transportation to Airport - more is needed.	Uncertain
2.6.0 Automated People Mover		
2.6.1 EIR	Work with airlines to design the Automated People Mover/Terminal connections to minimize air passenger pedestrian circulation, with baggage service available where departing air passengers exit the BART station or parking areas.	Could be adopted as part of the Master Plan. [SFIAAMP pg.19 #9 & 10]
2.6.2 EIR	Construct an Automated People Mover from the new Ground Transportation Center to the SFIA terminal building.	Could be adopted as part of the Master Plan. [SFIAAMP pg.19 #9 & 10]
2.6.3 C/CAG	SFO will construct and operate an on-airport transportation system (people mover system).	Could be adopted as part of the Master Plan. [SFIAAMP pg.19 #9 & 10]
2.6.4 EIR	Extend the Automated People Mover from the Ground Transportation Center to parking Lots D and DD.	Could be adopted as part of the Master Plan. [SFIAAMP pg.19 #9 & 10]
2.6.5 EIR	For passenger convenience, design of the Automated People Mover should strive to minimize air passenger walking distance and, where possible, level changes.	Could be adopted as part of the Master Plan. [SFIAAMP pg.19 #9 & 10]
2.6.6 EIR	Work with SFIA to design the Automated People Mover/Terminal connections to minimize air passenger pedestrian circulation, with baggage-deposit or other baggage handling service available where departing air passengers enter the Automated People Mover from the BART station or parking areas.	Could be forwarded to other Agencies.
2.6.7 EIRC&R	Work with airlines to design the Automated People Mover/Terminal connections to minimize air passenger pedestrian circulation, with baggage service available where departing air passengers exit the BART station or parking areas." [EIRC&R pg.154]	Could be forwarded to other agencies.
2.7.0 Remed		
2.7.1 EIR	Modify all terminal areas/Ground Transportation Center ramps to include an exclusive lane for buses, shuttles and high-occupancy vehicles (HOV).	Could be adopted as part of the Master Plan. [SFIAAMP pg.20 #12]

2.7.2 EIR	During construction of the new ramps proposed for U.S. 101, the same number of travel lanes that exist today could be maintained to mitigate traffic conditions.	Could be adopted as part of the Master Plan. [SFIAAMP pg.19#7]
2.7.3 EIR	Modify mainline U.S. 101 to accommodate new ramps that would be required to provide direct service to the U.S. 101 HOV/Bus lanes.	Could be forwarded to other Agencies.
2.7.4 EIR	Install ramp meters and variable message signs on US 101 ramps from San Jose to SF and on I-280 north of I-380 to maintain flow and better manage incident response on US 101.	Could be forwarded to other Agencies.
2.7.5 EIR	Freeway ramps could be monitored on an ongoing basis to identify where and when ramp widening or ramp design modifications would be necessary.	Could be forwarded to other Agencies.
2.7.8 EIR	Metering US 101 ramps could help to maintain stable flow on the mainline freeway.	Could be forwarded to other Agencies.
2.8.0 HOV (High Occupancy Vehicles) Lanes		
2.8.1 EIR	Designate one lane in each direction on US 101 from San Jose to San Francisco as a High Occupancy Vehicle (HOV) lane.	Could be forwarded to other Agencies.
2.8.2 EIR	"Referring to the discussion on page 421, in the last paragraph, if ramps need redesign/widening as a result of this project's build out, the improvements should be funded by the project proponents and should be conditioned to identify funding responsibility." [EIR/CEIR pg.161]	Not addressed in mitigations.
2.9.0 Roadways		
2.9.1 EIR	Widen McDonnell Road from two lanes to four lanes from U.S. 101 to San Bruno Ave.	Could be adopted as part of the Master Plan. [SFIAAMP pg.19#11]
2.9.2 EIR	Widen North Access Road from two lanes to four lanes.	Could be adopted as part of the Master Plan. [SFIAAMP pg.19#11]
2.9.3 EIR	Consolidate curb cuts on Road R-2 and McDonnell Road to ensure that these facilities provide the best possible future levels of service.	Could be adopted as part of the Master Plan. [SFIAAMP pg.19#11]
2.9.4 EIR	At South Airport Boulevard/Utah Avenue, restripe the westbound movements on Utah Avenue from the current single-left, single-through and single-right turn lanes to a double-left-turn lane and single-combined-through/right-turn lane.	Could be forwarded to other Agencies.
2.9.5 EIR	At El Camino Real/San Bruno Avenue, provide double-left turn lanes on those approached where right-of-way can be obtained.	Could be forwarded to other Agencies.
2.9.6 EIR	Monitor intersection operations and, as necessary, coordinate/retime traffic signals on El Camino Real and at all freeway ramp intersections.	Could be forwarded to other Agencies.
2.9.7 EIR	Widen Millbrae Ave. to a six-lane road, from El Camino Real to U.S. 101.	Could be forwarded to other Agencies.
2.9.8 EIR	Continue prohibition of parking on all SFIA area roadways. This will eliminate parking overflow from using SFIA roadways and will preserve roadway capacity.	Not addressed in mitigations.
2.10.0 Parking		
2.10.1 wksp #1	Don't provide parking for airport needs projected	Not addressed in mitigations

2.10.2	EIR	+ yes, do fees on rental cars & other	Could be adopted as part of the Master Plan. [SFIAMP pg.20#13]
		-Congestion use of transit w/incentives	
2.10.3	EIR	-Encourage airport employers to hire locals	Could be adopted as part of the Master Plan. [SFIAMP pg.20#14]
		Add approx. 7,000 parking stalls.	
2.10.4	EIR	Monitor parking demand in garage, Lot D, Lot DD, and the GTC and direct motorists to currently available parking locations through changeable message signs.	Could be adopted as part of the Master Plan. [SFIAMP pg.15#20]
2.10.5	EIR	To improve access to SFIA parking areas by minimizing weaving and maintaining flow, install variable message signs along all roadways entering SFIA directing vehicles to various SFIA locations.	Could be adopted as part of the Master Plan. [SFIAMP pg.21#17]
2.10.6	EIR	Use vacant land for temporary overflow parking pending and during the construction of lots and garages.	Could be adopted as part of the Master Plan. [SFIAMP pg.21#18]
2.10.7	EIR	Index air passenger and employee parking costs to ensure that parking costs escalate with the costs of goods and services.	Could be adopted as part of the Master Plan. [SFIAMP pg.21#16]
2.10.8	EIR	Provide frequent radio broadcasts of parking availability, with signage on US 101, I-280, I-380 indicating the frequency to which motorists could tune to obtain the information.	Could be adopted as part of the Master Plan. [SFIAMP pg.20#13]
2.10.9	EIR	Add approximately 930 parking stalls.	Could be adopted as part of the Master Plan. [SFIAMP pg.19#8]
2.10.10	EIR	When a building or garage replaces an existing parking lot, make replacement parking spaces ready for use and if necessary, shuttles available for easy access to the terminal and employment sites.	Could be forwarded to other Agencies.
2.10.11	EIR	If the BART San Francisco Airport station is located on the west of Bayshore property, provide only carpool (three-person minimum) and vanpool parking access from the U.S. 101 HOV lanes to the BART SFIA station.	Deemed Infeasible or Inappropriate without explanation.
2.10.12	EIR	Monitor parking demand throughout the year. When an employee or air passenger parking demand exceeds supply twenty days a year, build additional parking spaces to maintain a 5-20 day exceedance level.	Deemed Infeasible or Inappropriate without explanation.
2.11.0 MTC - Metropolitan Transportation Commission			
2.11.1	Wksp #2	Monitor parking demand throughout the year. In the event the annual mode split targets of the TSM program outlined under WSM/Transit/Ridesharing are not being met, additional parking can be provided at SFIA until the annual target is met, reevaluate the program for possible implementation of other measures to meet targets before providing additional parking. [Joan Kugler, BART] [EIR&R pg.154]	Could be considered by A/P Commun. Roundtable pursuant to MOU.
2.11.2	Wksp #2	Public agencies (i.e., interaction with cities and regional MTC). The Airport will work with C/DAG on a long-range, countywide study of traffic generation. [SFIAMP pg.21#1]*	
* As stated in San Francisco International Airport Master Plan Mitigation Program dated July 15, 1992			

Restrict SFIA growth until a regional airport plan is complete and in place.
[SFIAMP pg.318fj]

Rejected as Infeasible or Inappropriate w/o Explanation.

2.11.3 A/P Roundtable
Bring the Master Plan into compliance with ABAG/MTC Regional Airport System Plan and the California Airport System Plan.

Not addressed in mitigations.

2.12.0 TSM

2.12.1 C/CAG
SFO will implement an on-airport TSM Program.

Could be adopted as part of the Master Plan. [SFIAMP pg.168f]

2.12.2 ALUC
Establish a Transportation Systems Management Program.

Could be adopted as part of the Master Plan. [SFIAMP pg.168f]

2.12.3 EIR
In order to minimize or eliminate congestion and parking problems identified in the Impacts section by limiting auto use, establish a Transportation System Management (TSM) program for SFIA.

Could be adopted as part of the Master Plan. [SFIAMP pg.168f]

2.12.4 EIR
A TSM Manager would develop the specific program and coordinate it with activities of SFIA, the City and County of San Francisco, SamTrans, BART, Caltrain, shuttle/van/taxi companies that serve SFIA, and other public agencies whose services or regulatory functions would affect the mode of travel chosen by employees and air passengers.

Could be adopted as part of the Master Plan. [SFIAMP pg.168f]

2.12.5 EIR
Once it is developed, participate in the San Mateo County TSM Program.

Could be forwarded to other Agencies.

2.12.6 EIR
Implement aspects of the TSM program within control of those agencies:
Implementing Agencies: airlines, SamTrans, BART, Caltrans, shuttle/van/taxi companies, other agencies.

Could be forwarded to other Agencies.

2.12.7 Wksp #2
Set up a higher participation goal for TSM than county standard. Airport & Airline employees (on-site).

Not addressed in mitigations.

2.12.8 C/CAG
SFO will comply with the San Mateo County vehicle occupancy standard.

Not addressed in mitigations.

2.12.9 EIR/CER
"I recommend the Airport be included in the San Mateo County TSM Program. The Airport employers should meet the 25% TSM goal to mitigate the impact of the increase in employee traffic if this cannot be demonstrated as effectively accomplished already."
[Robert Ireseter, City of Millbrae] [EIR/CER pg.169]

The total change desired by buildout (2006) would be a reduction of 20 percentage points. [SFIAMP pg.168f]

2.12.10 EIR/CER
The Airport employers should meet the 25% TSM goal to mitigate the impact of the increase in employee traffic. "[Janet Fogarty, Mayor of Millbrae] [EIR/CER pg.170]

Same as above. [SFIAMP pg.168f]

2.13.0 Public Transit Policy

2.13.1 EIR
If a decision is made to place the SFIA BART station west of U.S. 101, build an exclusive right-of-way, bus or rail connection between the SFIA BART station and the Ground Transportation Center with connecting service to the terminal and major employment areas. If direct BART service to the SFIA terminal is chosen, dedicate all necessary rights-of-way, and enhance the Ground Trans. Center to function as the multi-modal transfer facility. Reserve rights of way through SFIA for high speed rail service in a corridor east of U.S. 101 and on the "West of Bayshore" land.

Could be adopted as part of the Master Plan.

2.13.2	Wksp #2 Develop & implement a "Public Transit Policy". (Examples: SF MUNI, Sam Trans, AC/Golden Gate, Bay Ferries). Based on the results of the long-range study, identify future traffic problems in San Mateo County and, within 12 months after completion of the study, formulate a joint work plan for traffic improvements that may be necessary to address these problems. (SFIAWP pg.22#2)	Could be considered by C/CAG pursuant to MOU.
2.13.3	EIR Concurrently with the extension of BART to SFIA, increase the frequency of CalTrain service, so that there is minimal transfer time between CalTrain and BART.	Could be forwarded to other Agencies.
2.13.4	EIR Extend CalTrain beyond its current location at Fourth and Townsend Streets in the South of Market area of San Francisco to the Financial District.	Could be forwarded to other Agencies.
2.13.5	EIR Increase SamTrans service to BART and CalTrain stations in San Mateo County to encourage use of both systems, both by reducing headways on existing routes and by adding new routes to serve both residential and employment centers.	Could be forwarded to other Agencies.
2.13.6	EIR Improve MUNI transit capacity in San Francisco so the new BART and CalTrain rider destined for locations outside the Financial District would find transit a viable alternative.	Could be forwarded to other Agencies.
2.14.0	Baggage on Public Transit	
2.14.1	Wksp #2 Repeal regulations and legislation regarding prohibiting baggage on public transportation. (SFIAWP pg.26#17)*	Could be forwarded to other agencies.
2.14.2	Wksp #2 Change regulations to permit luggage on public transit between SFO and San Francisco.	Could be forwarded to other Agencies.
2.14.3	Wksp #3 Need for efficient and effective public transit to and from SFO. Facilitate luggage handling on public transit.	Could be forwarded to other Agencies.
2.14.4	Wksp #3 More satellite parking with baggage check in then people mover or shuttle to terminals.	Not addressed in mitigations.
2.14.5	EIR/C&R "One mention of one mitigation that really might work, and that would really perhaps encourage people to take cars, and that is the off-site registration. I don't know what they call it, the off-site facilities where you can actually check your baggage and take a bus, like they can do from the Marin Airport, other particular locations." (EIR/C&R pg.184)	Not addressed in mitigations.
2.15.0	MOU WITH C/CAG	
2.15.1	C/CAG SF Airports Commission will enter into an MOU with C/CAG to address transportation/traffic mitigations.	Could be adopted as part of the Master Plan. The Airports Commission will enter into a Memorandum of Understanding (MOU) with C/CAG. The MOU will establish a timeline for completion of the long range study described below, and will commit the Airport and C/CAG to develop a joint work plan within 12 months after completion of the study, to address the results of the study. In addition, the MOU will cover the Airport's responsibilities with respect to the other measures described in Section B below. (SFIAWP pg.18#2)*
2.15.2	C/CAG The C/CAG/Airports Commission MOU will be required as a condition of approval of the Master Plan.	Not addressed in mitigations.

2.16.0 Incentives

2.16.1	Wksp #2 Transit incentives needed for employees and air passengers.	Could be adopted as part of the Master Plan. [SFIAMP pg.17#1]
2.16.2	EIR Flexible work hours for the major employers, to reduce peaking of traffic in the typical 6:00-9:00 a.m. and 3:00-6:00p.m. peak hours.	Could be adopted as part of the Master Plan. [SFIAMP pg.17#1]
2.16.3	EIR Incentives for transit use (e.g. free or subsidized transit fares/shuttle vouchers);	Could be adopted as part of the Master Plan. [SFIAMP pg.17#1]
2.16.4	EIR Carpool/vanpool matching through a centralized SFIA matching service (or contracted to RIDES for Bay Area Commuters).	Could be adopted as part of the Master Plan. [SFIAMP pg.17#1]
2.16.5	EIR Provide economic disincentives for SFIA employees who commute by single occupant vehicles.	Could be adopted as part of the Master Plan. [SFIAMP pg.17#1]
2.16.6	EIR Provide electronic transit/shuttle information in all baggage claim areas.	Could be adopted as part of the Master Plan. [SFIAMP pg.17#1]
2.16.7	EIR Pricing of parking (highest for single-occupant vehicles, graduated lower rates for carpools/vanpools) and preferential parking location for carpools/vanpools.	Could be adopted as part of the Master Plan. [SFIAMP pg.17#1]
2.16.8	EIR Efficient design of the Ground Transportation Center (GTC)	Could be adopted as part of the Master Plan. [SFIAMP pg.17#1]
2.16.9	EIR Electronic transit/shuttle information in the GTC and at Automated People Mover (APM) stops).	Could be adopted as part of the Master Plan. [SFIAMP pg.17#1]
2.16.10	EIR Provide information to encourage air passengers to take transit.	Could be adopted as part of the Master Plan. [SFIAMP pg.18#5]
2.16.11	EIR Provide economic disincentives for airline employees who commute by single-occupant vehicles (e.g. charge or increase current charges for employee parking).	Could be adopted as part of the Master Plan. [SFIAMP pg.17#1]
2.16.12	EIR Provide incentives for transit use.	Could be adopted as part of the Master Plan. [SFIAMP pg.17#1]
2.16.13	EIR "Encourage airlines and travel agencies to encourage passengers to take transit." [EIRCAR pg.153]	Could be adopted as part of the Master Plan. [SFIAMP pg.18#5]
2.16.14	EIRCAR "provide SFIA employees with incentives for transit use." [EIRCAR pg.153]	Could be adopted as part of the Master Plan. [SFIAMP pg.17#1]
2.16.15	EIRCAR "provide economic disincentives for SFIA employees to commute by single-occupant vehicles." [EIRCAR pg.153]	Could be adopted as part of the Master Plan. [SFIAMP pg.17#1]
2.16.16	EIRCAR "One way of mitigating the traffic impacts is to "encourage passengers to use transit." Would giving some incentives, some rebates in terms of ticket prices if the person is using mass transit or perhaps some expedited check-in service for those who use transit, would those work? Those are the types of things that I think should be analyzed in this document." [EIRCAR pg.178]	Could be adopted as part of the Master Plan. [SFIAMP pg.17#1]
2.16.17	EIRCAR "We would rather have employers develop incentives to encourage people to use transit or ridesharing rather than to drive alone." [Preston Kelley, Caltrans] [EIRCAR pg.180]	Could be adopted as part of the Master Plan. [SFIAMP pg.17#1]
2.16.18	EIRCAR "Assistance and inducements for employers and employees to use other transit modes such as car pooling or van pooling, etc. would be a progressive alternative to encouraging and accommodating auto traffic through the provision of additional parking spaces." [EIRCAR pg.180]	Could be adopted as part of the Master Plan. [SFIAMP pg.17#1]

MITIGATION REQUESTED

MITIGATION

2.16.19 EIR&R	Employees who drive alone should be charged for parking. The short-term parking garage fees should be increased dramatically for parking longer than five hours. The construction schedule of the People Mover should be accelerated so the entire system	Could be adopted as part of the Master Plan. [SFIAMP pg.17#1]
2.16.20 EIR	At as many locations as possible near US 101, I 280 and I-380 Interchanges in San Mateo County, create park-and-ride lots for commuters through lot-construction and shared-use agreements with churches and shopping centers.	Could be forwarded to other Agencies.
2.16.21 ALUC	Provide incentives for use of public transit by Airport employees and passengers.	Could be forwarded to other Agencies.
2.16.22 Uksp #2	Preferential parking for employee carpools should be considered.	Not addressed in mitigations.
2.16.23 Uksp #2	More advertising/public relations on Airport's ground transportation programs. would be operational by 1996. [EIR&R pg.181]	Not addressed in mitigations.
2.17.0 Monitors		Could be adopted as part of the Master Plan. [SFIAMP pg.20#15]
2.17.1 EIR	Install variable message signs in the short-term garage and the Ground Transportation Center that direct exiting vehicles to use the appropriate exit (toll) gates.	Not addressed in mitigations.
2.17.2 Uksp #2	Discussion of Airline monitors; near elevator cores in parking garage which would assist those picking up passengers so they could park in garage and not circle roadway or wait at curb.	Not addressed in mitigations.
2.18.0 Expansion Issues		Deemed Infeasible or Inappropriate without explanation.
2.18.1 Uksp #2	Growth Issue: No one is saying Airport should not grow. With world changes, appears to be need for expansion but control and regional cooperation needed also. Create a Joint Powers Authority with two policy members from San Francisco and San Mateo Counties to monitor and review airport expansion and provide input on transit franchise agreements. [SFIAMP pg. 28#12]*	Deemed Infeasible or Inappropriate without explanation.
2.18.2 Uksp #3	Create JPA of policy members in 2 counties to monitor Airport expansion, review and input on transit franchise agreements. Create a Joint Powers Authority with two policy members from San Francisco and San Mateo Counties to monitor and review airport expansion and provide input on transit franchise agreements. [SFIAMP pg.28#12]*	Deemed Infeasible or Inappropriate without explanation.
2.19.0 Hotel Input		Deemed Infeasible or Inappropriate without explanation.
2.19.1 Uksp #3	Prior to adoption of the master plan and again prior to design of ground transportation center inform and solicit input from hotel community. Before implementation of Master Plan, solicit input from the hotel community on ground transportation issues. [SFIAMP pg.31#4]*	Deemed Infeasible or Inappropriate without explanation.
2.20.0 Bicycle Travel		Not addressed in mitigations.
2.20.1 EIR	As part of any non-freeway roadway reconstruction, provide a minimum four-foot bicycle travel lane for each direction of travel.	Deemed Infeasible or Inappropriate without explanation.
2.20.2 EIR	As part of any non-freeway roadway reconstruction, provide a minimum four-foot striped bicycle travel lane for each direction of travel.	Deemed Infeasible or Inappropriate without explanation.
2.20.3 EIR	Encourage other agencies identified below to provide the signed bicycle travel lane	Deemed Infeasible or Inappropriate without explanation.

and or the Class I bikeway described below. If bicycle lanes provided elsewhere, provide signed bicycle travel lanes on Road R-2 and McDonnell Road.

2.20.4 EIR Provide signed bicycle travel lanes or a Class I bikeway, as appropriate, from the Burlingame Recreation Lagoon west of Coyote Point north along Old Bayshore Highway, South Airport Blvd. and Bayshore Blvd. to existing bike lanes near San Bruno Mt.

Deemed Infeasible or Inappropriate without explanation.

2.20.5 EIR Include bicycle travel lanes as an integral part of any connection between SFIA and the multi-modal transfer station west of U.S. 101.

Deemed Infeasible or Inappropriate without explanation.

2.21.0 Additional studies

2.21.1 EIR Participate with the FAA, California Department of Transportation, local agencies, Bay Area airports staffs, public interest groups, and area residents, conduct a regional study of air traffic control requirements, constraints and opportunities, with the goal of minimizing noise impacts.

Could be considered by A/P Commun. Roundtable pursuant to MOU.

2.21.2 EIR Complete study on the feasibility of and benefits from a new runway or extension(s) to the existing runway(s).

Could be considered by A/P Commun. Roundtable pursuant to MOU.

2.21.3 EIR Work with FAA and airlines to develop a "quiet climb" program (takeoff procedures) to reduce the single-event takeoff noise of Stage 2 aircraft in areas near SFIA.

Could be considered by A/P Commun. Roundtable pursuant to MOU.

2.21.4 EIR/CER "To achieve pedestrian and transit sensitive development for SFIA, public and private agencies must plan and coordinate more efficient, effective, and reliable transit and transportation systems." (Preston Kelley, Caltrans/EIR/CER pg.173)

Could be considered by C/CAG pursuant to MOU.

2.21.5 EIR Conduct a regional study of air traffic control requirements, constraints, and opportunities, with the goal of the developing specific measures for minimizing noise impacts.

Could be forwarded to other Agencies.

2.21.6 Wksp #3 Prepare new clearer project description of transportation. Provide a more detailed traffic and parking analysis.

Deemed Infeasible or Inappropriate without explanation.

Prepare a clearer project description for the transportation aspects of the Master Plan in the EIR. Also provide a more detailed traffic and parking analysis which analyzes the impacts of traffic mitigation measures and considers traffic in conjunction with housing demand. Complete an additional EIR on the ground transportation system once it is designed. (SFJAMP pg.28#10)*

2.21.7 Wksp #3 Do a subsequent EIR on the ground transportation system when it is designed.

Deemed Infeasible or Inappropriate without explanation.

2.21.8 Wksp #3 The current EIR should analyze the proposed traffic mitigation measures so that the impacts are known. Also, coordinate traffic analysis with housing needed.

Deemed Infeasible or Inappropriate without explanation.

2.21.9 EIR Prior to any major phase of construction, SFIA Landside Operations could prepare and submit a Maintenance of Vehicular and Pedestrian Traffic Plan to the City of SF Dept of Traffic and Parking, Caltrans, and/or San Mateo County for their review, to ensure that no adverse impacts would result from SFIA construction activity.

Deemed Infeasible or Inappropriate without explanation.

2.21.10 Wksp #3 Analysis of capacity of other Bay area airports prior to expansion.

Not addressed in mitigations.

2.21.11 C/CAG C/CAG traffic model will be available in approximately 10 months.

Not addressed in mitigations.

- 2.21.12 C/CAG The model will provide C/CAG with the ability to evaluate each jurisdiction's contribution to Level of Service (LOS) impacts.
- 2.21.13 C/CAG The model will be used to evaluate SFO traffic contribution to the CAG network.
- 2.21.14 C/CAG C/CAG will prepare deficiency plans for San Mateo County by September 1993.

3.0 HOUSING

3.1.0 Prohibit Housing Under Flight Paths

- 3.1.1 Wksp #1 Prohibit the future construction of Housing units under & around current flight paths.

3.2.0 Airport Participation in Housing Issues

- 3.2.1 Wksp #1 Airport to take an active part in Employee Housing issues.
- 3.2.2 ALUC Employee Housing Assistance Program.
- 3.2.3 Wksp #2 Temporary Housing - construction employees
Airport to provide housing referral services.
- 3.2.4 C/CAG SFO will financially contribute to an airport employee housing referral service to be administered by San Mateo County.

3.2.5 Wksp #2 Permanent Housing sites - permanent employees

- 3.2.6 ALUC Enter into long term agreements for Employee Housing.
- 3.2.7 Wksp #2 Airport to provide employee rental subsidies to temp. employees.
- 3.2.8 Wksp #2 Acquisition of existing housing (i.e. SF and other areas) with use of shuttling services.

3.2.9 Wksp #2 Provide permanent housing for new employees within San Mateo County.

- 3.2.10 Wksp #3 Housing is needed so badly that cities must accommodate. Airport authorities should sit down with cities to effectuate policies to accommodate housing.

3.3.0 Funding Obligations

- 3.3.1 Wksp #3 Airport - Affordable housing fund (private developers, non-profit developers, and/or public sectors.)
Require that cities in close proximity to SFO contribute to a fund to subsidize affordable housing. [SFAMP pg.30 B1]

Not addressed in mitigations.

Not addressed in mitigations.

Not addressed in mitigations.

Not addressed in mitigations.

Could be Adopted as Part of the Master Plan.
The Airports Commission will enter into a contract with San Mateo County, effective for the period of the Master plan project, to provide a housing availability clearance center. The center would provide housing information and services for Airport employees. The Airports Commission will fund the center for an amount of \$100,000 per year. [SFAMP pg.30B13]

Could be adopted as part of the Master Plan.

Could be adopted as Part of the Master Plan.

Could be adopted as part of the Master Plan.

Could be forwarded to other agencies.

Not addressed in mitigations.

Not addressed in mitigations.

Not addressed in mitigations.

Not addressed in mitigations.

Not addressed in mitigations.

Could be forwarded to other agencies.

MITIGATION REQUESTED

3.3.2 ALUC	Housing Reserve Fund.	Could be forwarded to other Agencies.
3.3.3 Wksp #3	Airport pay in-lieu fees for housing. Consider building a railroad to coastal vacant land and build housing there for SFIA employees. In the alternative, build housing on SFIA land or require SFIA to pay in-lieu fees to subsidize housing.[SFIAAMP pg.31#C3]*	Rejected as Infeasible or Inappropriate without explanation.
3.3.4 Wksp #3	Airport to provide funding for housing at a rate of \$5.00/ft. of construction costs. (to be available by 4th quarter of 1993).	Not addressed in mitigations
3.3.5 Wksp #2	Airport to be financially involved (w/employee housing issue).	Not addressed in mitigations.
3.3.6 ALUC	Subsidize Affordable Housing.	Not addressed in mitigations.
3.3.7 ALUC	Tax-Free Subsidies.	Not addressed in mitigations.
3.4.0 Affordable Housing		
3.4.1 Wksp #3	Housing should be affordable. Housing for SFIA employees should be affordable. Nearby cities should put funds into an affordable housing pool.[SFIAAMP pg.30#3]*	Could be forwarded to other Agencies.
3.4.2 Wksp #3	Town put funds into pool so as to build affordable housing. Require that cities in close proximity to SFIA contribute to a fund to subsidize affordable housing.[SFIAAMP pg.30#1]*	Could be forwarded to other Agencies.
3.4.3 ALUC	Encouragement of Affordable Housing.	Could be forwarded to other Agencies.
3.4.4 Wksp #2	Specific affordable-housing studies for permanent & temporary employees.	Not addressed in mitigations.
3.4.5 Wksp #2	Targeted affordable areas.	Not addressed in mitigations.
3.4.6 Wksp #2	Number of existing - affordable units.	Not addressed in mitigations.
3.4.7 Wksp #2	Affordable areas where new housing could be built/developed.	Not addressed in mitigations.
3.5.0 Housing on Airport Land		
3.5.1 Wksp #2	Housing construction on airport land.	Rejected as Infeasible or Inappropriate without explanation.
3.5.2 Wksp #3	Build railroad to coastal vacant land for employees. Consider building a railroad to coastal vacant land and build housing there for SFIA employees. In the alternative, build housing on SFIA land or require SFIA to pay in-lieu fees to subsidize housing.[SFIAAMP pg.31#C3]*	Rejected as Infeasible or Inappropriate without explanation.
3.5.3 ALUC	Housing at SFIA.	Rejected as Infeasible or Inappropriate without explanation.
3.5.4 Wksp #3	No housing construction on airport land - some degree.	Not addressed in mitigations.
3.6.0 Noise Insulation		
3.6.1 Wksp #2	Preservation and protection of existing housing near the Airport. (i.e. provide noise insulation) Require that housing developers insulate impacted homes against noise.	Could be forwarded to other Agencies.

(SFIAMP pg.30#82)*

- 3.6.2 Wksp #3 Compel developer to insulate homes against noise.
Require that housing developers insulate impacted homes against noise.
(SFIAMP pg.30#82)*

3.7.0 MOU WITH C/CAG

- 3.7.1 C/CAG SFO will enter into an MOU with the Airport/Community Roundtable to establish a work program to address aircraft operating procedures to further mitigate noise in impacted communities near the Airport.

- 3.7.2 C/CAG The Roundtable/Commission MOU will be required as a condition of approval of the Master Plan.

- 3.7.3 C/CAG SF Airports Commission will enter into a MOU with C/CAG to address financing of the noise insulation program.

- 3.7.4 C/CAG The C/CAG/Airports Commission MOU will be required as a condition of approval of the Master Plan.

- 3.7.5 C/CAG Each participating city will administer their own program.

3.8.0 Miscellaneous

- 3.8.1 Wksp #3 Housing/schools in San Mateo County

3.9.0 House Employees Near Airport

- 3.9.1 Wksp #3 Responsible solution is to have employees housed in near proximity where possible.

- 3.9.2 Wksp #3 Consider housing east of 101 as an option.

- 3.9.3 Wksp #3 Demand being created by expansion - Supply of housing must be opened up in near proximity to Airport.
Require, where possible, that SFA employees are housed near the Airport. This housing could be built in areas east of U.S. 101 and county unincorporated areas.
(SFIAMP pg.31#82)*

- 3.9.4 ALUC Encourage housing in areas close to and on site at SFA where development complies with federal, state and local laws.

- 3.9.5 EIR/CER "Given the serious shortage of housing resulting from the Master Planned expansion, it is incumbent on SFA, as a mitigation measure for its impacts on San Mateo County in the area of housing, to modify its stance against housing on the east side of Highway 101 and its agreement with South San Francisco." [EIR CER pg.365]

Could be forwarded to other Agencies.

Could be adopted as part of the Master Plan.
The Airports Commission will amend its Memorandum of Understanding ("MOU") with the A/P Commun. Roundtable (the "Roundtable"). The MOU amendment will outline the proposed noise-related measures that are identified for consideration and, if appropriate, take further action on these measures. The MOU amendment will include procedures for including appropriate measures in the Airport's new noise variance.

Not addressed in mitigations.

Not addressed in mitigations.

Not addressed in mitigations.

Not addressed in mitigations.

Not addressed in mitigations.

Rejected Infeasible or Inappropriate without explanation.

Rejected as Infeasible or Inappropriate without explanation.

Rejected as Infeasible or Inappropriate without explanation.

Rejected as Infeasible or Inappropriate without explanation.

Rejected as Infeasible or Inappropriate without explanation.

3.9.6 EIR&R	"If SFIA believes it must protect its approach and departure routes, it can continue to monitor housing proposals in the environs of the airport for noise insulation and impact. Developers are more than willing to work with the SFIA to provide a portion of the housing impact that will be generated by growth of the airport. SFIA, as a mitigation for its housing impact, should meet them halfway." (Harvey Levine for Sierra Point Associates) [EIR C&R pg.365]	Rejected as Infeasible or Inappropriate without explanation.
3.9.7 Uksp #3	Include in County unincorporated areas.	Not addressed in mitigations.
3.10.0 High Density		
3.10.1 Uksp #3	High density where required.	Not addressed in mitigations.
3.11.0 Child Care		
3.11.1 ALUC	Daycare facilities. The Airports Commission will fund and provide for construction of a childcare center west of U.S. 101, in conjunction with a mass transit station at that location.[SFIA&P pg.1844]*	Could be adopted as part of the Master Plan.[SFIA&P pg.1844]
3.11.2 C/CAG	SFO will provide an on-airport child care facility.	Not addressed in mitigations.
3.12.0 Job/Housing Imbalance		
3.12.1 EIR&R	"Instead of mitigating the significant impact, SFIA is currently opposing new housing on the Peninsula. In 1980, SFIA challenged an EIR for a housing project in South San Francisco, effectively killing that project. On August 6, 1991, the Airport Commission approved an SFIA sponsored agreement to prohibit housing east of Interstate 101." [EIR C&R pg.365]	Rejected as Infeasible or Inappropriate without explanation.
3.12.2 EIR&R	"The Airports Commission attempted to justify this action on the basis of protecting a necessary departure route. However, the SFIA's own noise studies show that a portion of the area covered by the agreement (Sierra Point) is not noise impacted, nor is it underneath a departure route. (See V.1, pp.161, 340 and 345) Sierra Point is one of the last large parcels available for housing that is both near the airport and outside the area of noise impact." [EIR C&R pg.365]	Rejected as Infeasible or Inappropriate without explanation.
3.12.3 EIR&R	"The Draft EIR does not propose any mitigation measures to address the employment and housing demands in San Mateo County or any other county. The demand for housing is already high in San Mateo County and the housing costs are very high. In addition, there is an extremely small amount of available land in the County on which to build new housing. These issues should be fully addressed in the Draft EIR and feasible, implementable mitigation measures should be identified to address the anticipated impacts." (Raymond Miller, C/CAG) [EIR C&R pg.364]	Not addressed in mitigations.
3.12.4 EIR&R	"The Draft does not propose any mitigation measures to address the anticipated employment and housing impacts in San Mateo County. The Board of Supervisors' requests the projected employment and housing demands in San Mateo County, as a result of the implementation of the proposed Master Plan, be thoroughly analyzed in the Draft EIR and feasible mitigation measures, implemented by the City and County of San Francisco, be identified to address the anticipated impacts." (Paul Koenig, County of San Mateo, and County Board of Supervisors) [EIR C&R pg.364]	Not addressed in mitigations.
3.12.5 EIR&R	"An appropriate mitigation must be provided to address the increased demand for housing	Not addressed in mitigations.

as a result of the proposed expansion of SFIA and the new employees associated with the growth. With San Bruno abutting SFIA, it can be reasonably and logically assumed that a large demand for the additional housing will impact San Bruno, not San Francisco. The airport should contribute to a San Bruno housing reserve fund which would help provide a variety of housing services and opportunities to San Bruno residents." (George Foscardo, City of San Bruno) [EIR C&R pg.365]

3.12.6 EIR C&R

"The Draft EIR documents that there will be an increase in employment at the airport as a result of the growth in passenger and freight activities. Many of these people will seek housing and support services such as child care within the adjacent communities. In Meeting these needs will affect these neighboring communities in a variety of ways. In addition to local roadway access to SFIA, these impacts include demand for lesser cost housing, provision of child care and health care services and demand for other personal and commercial services. The Draft EIR does not address how the airport proposes to mitigate the impacts created by these effects. How will SFIA assist local communities to provide these services and make them available and viable? Can some or all of these support services for employees be included on airport lands?" (Dennis Argyres, City of Burlingame) [EIR C&R pg.365-366]

Not addressed in mitigations.

**SAN MATEO COUNTY HOTEL & RESTAURANT ASSOCIATION
BURLINGAME HOTEL COUNCIL**

PRESENTATION

San Francisco Airport Commission

Wednesday, September 2, 1992

7:30 PM

Airport Hilton

Terrace Ballroom

Good evening!

My name is Dan McHale, I am here this evening representing the San Mateo County Hotel & Restaurant Association as well as the Burlingame Hotel Council.

San Francisco International Airport over the years has spawned a Two Hundred Million Dollar plus per year Airport Hotel industry. Currently over 9,000 first class hotel rooms are clustered around the Airport providing jobs to over 5,000 full time employees.

As an industry that is dependent upon SFO maintaining its position as the gateway to the Pacific Rim, we are supportive of the Airport's planned expansion and a master plan that affectively addresses noise and ground transportation concerns.

This evening you will hear from local citizens concerned about living in close proximity to SFO. One of the major benefits for neighboring cities such as Burlingame is the occupancy tax generated by hotels that currently makes up 5 Million Dollars of Burlingame's 29 Million Dollar annual budget.

County wide in 1991 airport hotels generated in excess of 15 Million Dollars in occupancy tax all of which went to augment local communities general funds.

At a previous public hearing, representatives of our industry raised our concern at the prospect of hotel courtesy vehicles being excluded from the terminal roadways after the opening of the proposed west of bayshore Ground Transportation Center.

We have two primary concerns:

- 1) Airport properties, in addition to the usual services and amenities hotels are known for, SELL CONVENIENCE.

If after collecting luggage, passengers have to board some form of people mover in order to reach the Ground Transportation Center, the level of convenience will be severely compromised.

- 2) San Mateo County hotels currently spend in excess of 6 Million Dollars per year providing complimentary airport shuttle service for hotel guests. An estimated 3 million passengers are transported annually to and from the airport's terminals by hotel shuttles.

- If the service is not convenient it will not be used.
- If the service is not used more than likely it will be discontinued.

We request the opportunity to work with Airport staff so that a convenient and acceptable airport hotel shuttle service may be maintained.

This would not only satisfy our business concerns but serve to avoid the prospect of this substantial segment of SFO's passenger traffic further compounding congestion on Highway 101 as a result of moving from complimentary airport hotel shuttles to single passenger vehicles such as taxi cabs.

Thank you for the consideration given our concerns. As an industry we look forward to working with you.

592

SAN FRANCISCO AIRPORTS COMMISSION



MINUTES

SEPTEMBER 15, 1992

DOCUMENTS DEPT.

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Director Of Airports

SAN FRANCISCO INTERNATIONAL AIRPORT
SAN FRANCISCO, CALIFORNIA 94128

Index
of the Minutes
Airports Commission

September 15, 1992

A court reporter's transcript of this meeting is available upon request.

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I.

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--	---

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Minutes
of the
Airports Commission Meeting

September 15, 1992

A court report's transcript of this meeting is available upon request.

A. CALL TO ORDER:

The regular meeting of the Airports Commission was called to order at 9:00 A.M. in Room 282, City Hall, San Francisco, Ca.

* * *

B. ROLL CALL:

Present:	Patrick A. Murphy, President
	J. Stanley Mattison, Vice President
	L. Andrew Jeanpierre
	James K. Ho
	Marie K. Brooks

* * *

C. ADOPTION OF MINUTES:

The minutes of the special meeting of August 11, 1992 were adopted by order of the Commission President.

No. 92-0236

* * *

K. CLOSED SESSION:

The Airports Commission will go into closed session in accordance with Government Code Section 54956.9(a) to discuss pending litigation with the FAA, Section 54956.9(h)(1) to discuss potential litigation, and Section 54957 to discuss personnel matters.

The meeting was recessed at 9:02 AM and reconvened at 9:27 AM.

* * *

D. ANNOUNCEMENT BY SECRETARY:

In accordance with Section 54957.1 of the Brown Act, Jean Caramatti, Commission Secretary announced unanimous adoption of resolution no. 92-0235 regarding the settlement of litigation entitled Marques v CCSF in the amount of \$10,000 at the closed session of August 11, 1992.

* * *

E. SPECIAL ITEM:

Item no. 1 was put over.

1. Election of Officers

* * *

F. ITEMS INITIATED BY COMMISSIONERS:

There were no items initiated by Commissioners.

* * *

G. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:

Item nos. 2 through 9 were adopted unanimously.

2. Host Food and Beverage Lease:

Request for Approval of Facility Package No. 5 Sublease

No. 92-0237

Resolution approving Host Food and Beverage sublease of the Fog Bank Bar and La Strada Bar to Sanchez Business, Inc. dba Casa Sanchez.

3. \$305 Million Refunding Bond Issues

No. 92-0238

Resolution authorizing the sale of second series refunding bonds.

4. Selection of Firms for Refunding Short List

No. 92-0239 Selection of firms qualified to bid on
forward refunding bonds.

5. Award of Agreement - Public Pay Telephone Agreement

No. 92-0240 Resolution awarding Public Pay
Telephone Agreement to Pacific Bell.

6. Award of Airport Contract No. 1896B
Field Lighting Raceway System - Phase II

No. 92-0241 Resolution awarding Contract 1896B to
Rosendin Electric in the amount of
\$4,758,863.

7. Authorization to Conduct Pre-Proposal Conference
Door-to-Door Shuttle Service Agreement

No. 92-0242 Resolution authorizing staff to conduct
a pre-proposal conference for two Door-
to-Door Shuttle Service Agreements.

8. Authorization to Conduct Pre-Bid Conference
Foreign Currency Exchange Lease

No. 92-0243 Resolution authorizing staff to
conduct a pre-bid conference for a
Foreign Currency Exchange Lease.

9. Extension of Lease for Plot 1H to United Air Lines, Inc.

No. 92-0244 Resolution extending the term for
Lease No. 92-0169 to United Air Lines
until January 31, 1993.

* * *

H. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

Item nos. 10 through 21 were adopted unanimously.

10. Rescind Two-Year Option for Lease of North Terminal, Gate 64 Newsstand

No. 92-0245	Resolution rescinding two-year option with SFO News/Western Motives for North Terminal Gate 64 Newsstand lease.
-------------	---

11. Authorization to Conduct Pre-RFP Conference: Operator-Assisted Long Distance Service from Public Payphones Agreement

No. 92-0246

12. Renewal of the Airport Information Booth Agreement

No. 92-0247	Resolution recommending the renewal of the Agreement with Polaris Research and Development for the operation of the Airport Information Booth Program.
-------------	--

13. Modification and Extension of a Professional Services Contract

No. 92-0248	Mod. to add \$15,000 and Extend time of the current contract with Readicare-California Industrial Medical Clinic, the Airport's Medical Examiner.
-------------	---

14. Award of Contract No. 2394
Transformer Replacement - Station BQ

No. 92-0249	Resolution awarding Contract 2394 to Millard Tong Construction in the amount of \$83,000.
-------------	---

15. Bid Call - Contract No. 3017
International Terminal F.I.S. Offices Carpet Replacement and Painting

No. 92-0250	Resolution approving the scope, budget and schedule for Contract 3017 and authorizing the Director of Airports to call for bid when ready.
-------------	--

16. The Parry Contract

No. 92-0251

Contract for The Parry Co. to produce four noise impact area contours for the Quarterly Report & use at at the Roundtable. Contract also provides for Parry Co. representatives to appear & substantiate the noise contours-\$30,000

17. Declaration of Emergency - Contract No. 3200
Emergency Environmental Services at Road 9 & Road 18

No. 92-0252

Resolution ratifying the Commission President's action in declaring an emergency & directing the Director to effect the necessary repairs.

18. Rental Credit: Hilton Hotel

No. 92-0253

Authorize rental credit to Hilton Hotel in an amount not to exceed \$10,000.

19. Approval of Claims Settlement

No. 92-0254

Resolution to approve settlement of claims not exceeding \$5,000 for the period April 1992 to June 1992. Total Claims: \$19,542.62.

20. Travel/Training for Fiscal Year 1992/93

No. 92-0255

21. Resolution Ratifying Personnel Actions

No. 92-0256

Resolution, in accordance with requirements of SF City Charter Section 3.501, ratifying & approving certain personnel actions taken by the Airport Director.

* * *

I. NEW BUSINESS:

There was no discussion by the Commission.

* * *

J. CORRESPONDENCE:

There was no discussion by the Commission.

* * *

K. CLOSED SESSION:

The Airports Commission will go into closed session in accordance with Government Code Section 54956.9(a) to discuss pending litigation with the FAA, Section 54956.9(h)(1) to discuss potential litigation, and Section 54957 to discuss personnel matters.

* * *

L. ADJOURNMENT:

There being no further calendared business before the Commission the meeting adjourned at 10:40 A.M. to go into closed session.



Jean Caramatti
Commission Secretary

✓

FRED A. RODRIGUEZ
ANDREW M. GOLD
STEIN LUBIN & LERNER
600 Montgomery Street, 14th Floor
San Francisco, California 94111
Telephone: (415) 981-0550

Attorneys for Plaintiff
CORONAR GROUP, a California general
partnership

SUPERIOR COURT OF STATE OF CALIFORNIA

CITY AND COUNTY OF SAN FRANCISCO

CORONAR GROUP, a California)	No.
general Partnership,)	
)	COMPLAINT FOR USURPA-
Plaintiff,)	TION OF PARTNERSHIP
)	OPPORTUNITY, BREACH OF
v.)	FIDUCIARY DUTY, AND
)	<u>UNFAIR COMPETITION</u>
ROBERT C. SANCHEZ, SANCHEZ)	
BUSINESS, INC. dba CASA)	
SANCHEZ and/or SANCHEZ)	
BUSINESS ENTERPRISE, and DOES)	
1 through 10, inclusive,)	
)	
Defendants.)	

Plaintiff Coronar Group, a California general
partnership, alleges:

The Parties

1. Plaintiff Coronar Group, a California general
partnership ("Coronar") is, and at all times mentioned herein
was, a general partnership organized and existing under the laws
of the State of California, with its principal place of business
in the City and County of San Francisco. Plaintiff has filed a
Fictitious Business Name Statement as required by the California
Business & Professions Code.

1 2. Plaintiff is informed and believes and thereon
2 alleges that defendant Robert Sanchez ("Sanchez") is an
3 individual residing in the City and County of San Francisco.

4 3. Plaintiff is informed and believes and thereon
5 alleges that defendant Sanchez Business, Inc. is, and at all
6 times mentioned herein was, a corporation organized and existing
7 under the laws of the State of California with its principal
8 place of business in the City and County of San Francisco.

9 4. Plaintiff is informed and believes and thereon
10 alleges that Sanchez Business, Inc. does business as, or is also
11 known as Sanchez Business Enterprise or Casa Sanchez.

12 5. Plaintiff is informed and believes and thereon
13 alleges that Sanchez Business, Inc. is a family-owned business.
14 Coronar is informed and believes and thereon alleges that
15 Sanchez Business, Inc. operates Casa Sanchez. Coronar is
16 informed and believes and thereon alleges that Sanchez owns a
17 25% interest in Sanchez Business, Inc. and is President and CEO
18 of Sanchez Business, Inc. (For the purposes of this Complaint,
19 Sanchez Business, Inc., Sanchez Business Enterprise and Casa
20 Sanchez will be collectively referred to as Casa Sanchez).

21 6. Plaintiff is ignorant of the true names and
22 capacities of the defendants sued herein as Does 1 through 10,
23 inclusive, and therefore sues those defendants by such
24 fictitious names. Plaintiff will amend this complaint to allege
25 their true names and capacities when the same have been
26 ascertained. Plaintiff is informed and believes and thereon
27 alleges that each of the fictitiously named defendants is
28 responsible in some manner for the cause herein alleged and that

1 plaintiff's injuries and damage herein alleged were proximately
2 caused by their conduct.

3 7. Plaintiff is informed and believes and thereon
4 alleges that at all times mentioned herein each of the
5 defendants was the agent and employee of each of the remaining
6 defendants, and in doing the things herein alleged, was acting
7 within the scope of said agency and employment, and ratified the
8 acts of each of the remaining defendants.

9 General Allegations Applicable to all Causes of Action

10 8. Coronar was formed on or about February 1, 1991.
11 A true and correct copy of the Coronar Group General Partnership
12 Agreement is attached hereto as Exhibit A and incorporated
13 herein by reference as though set forth in full.

14 9. Under the General Partnership Agreement, the
15 general partners of Coronar are Carlos A. Quiroz, Sanchez,
16 Ramiro Castro, and Isaac M. Mejia.

17 10. Under the General Partnership Agreement, the
18 purpose of the partnership is to:

19 "Own, develop, manage, lease, operate, and
20 in any respect deal in and with sale of food
21 and beverages through and without
22 limitation, the ownership and/or operations
23 of restaurants and bars, cafeterias,
24 catering services, and other food and
25 beverage establishments. The Partnership
26 may engage in any lawful activities incident
27 to carrying on partnership business."

28 11. Coronar is informed and believes and thereon
alleges that Host International, Inc. ("Host"), a subsidiary of
Marriott Corporation, holds the master lease for all of the
concession operations at the San Francisco International
Airport.

1 12. Coronar is informed and believes and thereon
2 alleges that in or about early 1992, Host began to request
3 proposals to sublease a number of the concession operations at
4 San Francisco International Airport.

5 13. In or about April, 1992, Coronar submitted a
6 proposal to sublease from Host the Carousel Shop at the San
7 Francisco International Airport.

8 14. Coronar's proposal for the sublease of the
9 Carousel Shop was declined. However, at a debriefing of
10 Coronar's proposal conducted by representatives of Host, the
11 partners of Coronar were advised that they had a unique
12 management and operation structure that would make them a
13 desirable candidate for one of the subsequent, and larger,
14 concession operations. The representatives of Host also gave
15 Coronar information and advise concerning the preparation of
16 subsequent proposals, which information and advise would enhance
17 the likelihood of Coronar successfully obtaining approval for a
18 substantial airport concession sublease.

19 15. Subsequent to that meeting, Coronar received a
20 request for proposals for a sublease to operate La Strada and
21 The Fog Bank Bar at San Francisco International Airport.

22 16. The partnership met to discuss whether or not to
23 submit a proposal for La Strada and The Fog Bank Bar. The
24 partners agreed not to submit a proposal for La Strada and The
25 Fog Bank Bar, but rather to submit a proposal for one of the
26 three largest concession operations, proposals for which had not
27 yet been solicited.

28 17. In addition, Coronar is informed and believes and

1 thereon alleges that Host and the San Francisco International
2 Airport Commission have determined that no individual or
3 organization will be awarded more than one of the available
4 subleases from Host.

5 18. Thus, one of the primary reasons why Coronar
6 chose not to submit a proposal on La Strada and The Fog Bank Bar
7 was that it did not want to preclude itself from consideration
8 for one of the larger and more lucrative Host subleases.

9 19. Coronar is informed and believes and thereon
10 alleges that Sanchez, even while voting against Coronar pursuing
11 the La Strada and The Fog Bank Bar proposal, harbored a secret
12 intent to pursue the La Strada and The Fog Bank Bar proposal on
13 his own through Casa Sanchez.

14 20. Thereafter Sanchez, on behalf of himself and Casa
15 Sanchez, prepared and submitted a proposal to Host for La Strada
16 and The Fog Bank Bar.

17 21. Coronar is informed and believes, and thereon
18 alleges, that Sanchez and Casa Sanchez benefitted from and
19 relied upon the knowledge, experience and confidential
20 information obtained by Coronar in preparing their proposal for
21 La Strada and The Fog Bank Bar.

22 22. On August 28, 1992, Sanchez was advised by
23 Marriott Corporation that Casa Sanchez had been selected to
24 operate La Strada and The Fog Bank Bar. Said selection was made
25 subject only to the approval of the San Francisco Airports
26 Commission.

27 23. Coronar is informed and believes and thereon
28 alleges that Host's selection of Casa Sanchez to operate La

1 Strada and The Fog Bank Bar will preclude Coronar from obtaining
2 one of the remaining subleases at the San Francisco
3 International Airport.
4

5 FIRST CAUSE OF ACTION

6 (Usurpation of Partnership Opportunity
7 Against Robert C. Sanchez)

8 24. Plaintiff repeats and realleges Paragraphs 1
9 through 23 as though fully set forth herein.

10 25. Coronar is, and at all times herein mentioned
11 was, financially able to undertake the operation of La Strada
12 and The Fog Bank Bar.

13 26. The operation of La Strada and The Fog Bank Bar
14 is, by its nature, in the line of Coronar's partnership business
15 and would be of practical advantage to Coronar.

16 27. The operation of La Strada and The Fog Bank Bar
17 is an opportunity in which Coronar would have an interest or
18 reasonable expectancy of an interest.

19 28. By embracing the opportunity for himself, the
20 self-interest of Sanchez has been brought into conflict with
21 that of Coronar.

22 WHEREFORE, plaintiff prays for judgment as follows.

23 SECOND CAUSE OF ACTION

24 (Breach of Fiduciary Duty
25 Against Robert C. Sanchez)

26 29. Plaintiff repeats and realleges Paragraphs 1
27 through 28 as though fully set forth herein.

28 30. As a general partner of Coronar, Sanchez owes,
and owed, a fiduciary duty to Coronar.

31 Sanchez wilfully, intentionally and maliciously

1 breached his fiduciary duty to the partnership by seizing for
2 himself an opportunity which was developed by the partnership,
3 and from which the partnership reasonably expected to benefit.

4 WHEREFORE, plaintiff prays for judgment as follows.

5 THIRD CAUSE OF ACTION

6 (Unfair Competition Against Robert C. Sanchez
7 and Sanchez Business Inc. dba Sanchez
8 Business Enterprise and Casa Sanchez, Inc.)

9 32. Plaintiff repeats and realleges Paragraphs 1
10 through 31 above as though fully set forth herein.

11 33. Defendant Sanchez, as a partner in Coronar, was
12 intimately involved in the preparation of Coronar's proposal for
13 the sublease of the Carousel Shop at San Francisco International
14 Airport.

15 34. Defendant Sanchez, as a partner in Coronar,
16 attended the debriefing of the Carousel proposal conducted by
17 representatives of Host.

18 35. Defendant Sanchez misappropriated proprietary
19 information of Coronar as well as information acquired from Host
20 through his capacity as a partner in Coronar.

21 36. Defendant Sanchez utilized the knowledge he had
22 acquired and information he had obtained through his
23 participation in the Coronar proposal for the Carousel sublease
24 to his advantage in preparing the La Strada and The Fog Bank Bar
25 proposal.

26 37. Coronar is informed and believes and thereon
27 alleges that Casa Sanchez, knowing that Sanchez had obtained
28 knowledge and information from Coronar, misappropriated said
29 knowledge and information and utilized it in preparing its

1 proposal to sublease La Strada and The Fog Bank Bar.

2 WHEREFORE, plaintiff prays for judgment as follows:

3 1. For the imposition of a trust in favor of Coronar
4 upon the property, interest, and profits acquired by Sanchez and
5 Casa Sanchez from their sublease of La Strada and The Fog Bank
6 Bar;

7 2. For general damages in the amount of
8 \$4,800,000.00, and special damages in an amount to be
9 ascertained according to proof;

10 3. For punitive damages against Sanchez in the
11 amount of \$1,000,000.00 for his willful, intentional, and
12 malicious breach of fiduciary duty;

13 4. For costs of suit incurred herein;

14 5. For attorneys' fees; and

15 6. For such other and further relief as this Court
16 deems proper.

17 Dated: September __, 1992 STEIN LUBIN & LERNER

18
19 By:

Andrew M. Gold
Attorneys for Plaintiff
CORONAR GROUP, a California
general partnership

CORONAR GROUP

GENERAL PARTNERSHIP AGREEMENT

AGREEMENT made February 1, 1991 by Carlos A. Quiroz, Robert C. Sanchez, Ramiro Castro, and Isaac M. Mejia, herein referred to as partners.

In consideration of the mutual covenants contained herein, the partners hereby form a partnership in accordance with the Partnership Law of the State of California on the terms and conditions set forth below:

1. Name of Partnership. The Partnership is to be named Coronar Group. All partnership business is to be conducted under said name and ownership of all partnership property is to be held under said name.

2. Purpose of Partnership. The Partnership will own, develop, manage, lease, operate, and in any respect deal in and with sale of food and beverages through and without limitation, the ownership and/or operations of restaurants and bars, cafeterias, catering services, and other food and beverage establishments. The Partnership may engage in any lawful activities incident to carrying on Partnership business.

3. Partnership Office. The principal office of the Partnership shall be located at 2601 Mission Street, 9th Floor, City of San Francisco, County of San Francisco, State of California and at such other places as shall be mutually agreed upon by the partners.

4. Duration of Partnership. The Partnership shall commence on February 1, 1991, and it shall continue until dissolved by the mutual agreement of the partners or by operation of law.

5. Capital Contributions. The capital of the Partnership is to Thirty-Four Thousand Six Hundred Ninety Dollars (\$34,690). Each partner is to contribute the following amount:

Carlos A. Quiroz	\$ 7,190
Robert C. Sanchez	\$ 10,000
Ramiro Castro	\$ 7,500
Isaac M. Mejia	\$ 10,000

The contributions of all partners must be made to the partnership on or before December 31, 1991 or this agreement shall be void and of no effect.

6. Profit and Loss Shares. The partners shall share in the profits and losses of the business on the following basis:

Carlos A. Quiroz	26.66%
Robert C. Sanchez	26.66%
Ramiro Castro	20.02%
Isaac M. Mejia	26.66%

These percentages may be changed in accordance with Paragraph 7.

7. Additional Contributions. If partners holding, in combination, a greater than 50% profit and loss interest in the Partnership determine that the Partnership needs an amount of funds in excess of those obtained through mortgage loans or other

commercial financing to conduct its business and properly meet its goals, then each partner shall contribute a portion of such additional funds to the Partnership. Said additional contributions are to be made in proportion to the partners' profit and loss interests in the Partnership. Said contributions are to be made within 60 days of the determination that they are required. Any additional contributions made to the partnership shall be added to the contributing partners' capital accounts.

If any partner (defaulting partner) fails to make the required additional contribution in whole or in part, the other partners shall make up the difference in proportion to their profit and loss interests in the Partnership.

Partners making additional contributions due to the failure of a partner to contribute his share shall have the option to treat their extra contribution either as a loan to the defaulting partner or as a capital contribution to the partnership. If a partner elects to have his additional contribution treated as a contribution to capital it shall be added to his capital account. In such case, the profit and loss interests of all of the partners shall be recomputed in accordance with the total capital contributions of each partner since the inception of the Partnership. If a partner making an additional contribution due to the default of another partner elects to have his payment treated as a loan and shall pay interest thereon at an annual rate two percentage points higher than the prime rate in effect at the time of the loan. The defaulting partner's capital account shall be increased to reflect his contribution to the Partnership of the amount of the loan that was made to him. Any Partnership cash distributions due to the defaulting partner shall be paid to the partner who has loaned him funds until such loan is fully repaid.

8. Partnership Management. Carlos A. Quiroz shall act as the managing partner of the Partnership and shall manage and control the day-to-day Partnership matters and shall manage Partnership property, subject to the exceptions provided herein.

The managing partner is responsible for the keeping of records of all Partnership transactions. These records are to be available for inspection by the other partners during regular business hours provided five (5) days written notice has been given by the partner or partners seeking inspection. The managing partner is to furnish financial statements of the Partnership to the partners within ninety (90) days of the close of the Partnership's taxable year. The managing partner will provide such services to the Partnership as he deems proper for the conduct of Partnership business. The managing partner will not be held liable to the Partnership or the other partners for mistakes or errors in judgment made in good faith. The managing partner shall only be liable for acts and omissions of intentional wrongdoing. The managing partner shall be not be compensated for his services; however, he shall be reimbursed for any expenses reasonably incurred in conducting partnership business. Partners owning in combination more than 50% of the profit and loss interests in the partnership may remove the managing partner at any time and name a replacement.

9. Partnership Business Operations. While the day management of Partnership affairs is to be run by the managing partner pursuant to Paragraph 8, the following actions can only be taken with the unanimous approval of all of the partners.

- (a) Buying, leasing, or otherwise acquiring and/or operating food and beverage establishments.
- (b) Amending the Partnership agreement.
- (c) Admitting new partners to the Partnership.

Any other actions that are not reasonably interpreted to fall within the day to day operations of the partnership and which are not listed above shall only be taken with the approval of partners who, in combination, possess a greater than 50% profit and loss interest in the Partnership.

10. New Partners. A new partner shall only be admitted to the Partnership after he agrees in writing to be bound by the terms of this agreement. A new partner shall receive a capital interest and a share in the profits and losses of the Partnership as determined by the other partners when the new partner joins the Partnership.

11. Transfer of Partnership Interest. Any partner may transfer all or part of his Partnership interest to or for the benefit of his spouse or descendants. Such a transferee shall thereupon become a partner possessed of all the rights, interests and obligations of the transferor partner. No partner shall be allowed to pledge, or cause a lien to be placed against, his Partnership interest.

12. Partner Buy-out. Except as provided in paragraph 11 above, no partner shall sell or transfer his Partnership interest without first offering it for sale to the Partnership. Such offer shall include the terms of the proposed sale. The Partnership shall have thirty (30) days to act on the offer. Such action must be taken by partners other than the offeror who, in combination, own a majority of the profit and loss interest in the Partnership, excluding the interest of the offeror. If the decision is made to purchase the offeror's Partnership interest, said purchase shall be made within 45 days of the notification to the offeror that the offer has been accepted. Said sale shall be made upon the terms contained in the offer. If such sale is not made within such forty-five (45) day period, then the offeror may sell his interest within a six-month period to an outsider for terms no more favorable in any respect than those contained in the offer to the partners.

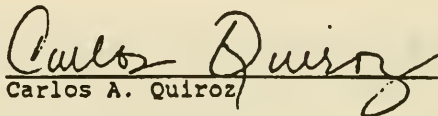
13. Partner's death. The Partnership shall terminate upon the death of a partner unless the surviving partners unanimously agree to continue the Partnership. If the Partnership continues, the deceased partner's successor in interest shall stand in his place with respect to his partnership interest. However, in the event said successor in interest is neither the deceased partner's estate, spouse, or descendant, the interest of the deceased partner shall be treated as having been offered for sale at a price agreed upon by the Partnership and the deceased partner's representative or, if no agreement as to price is reached, then by an independent appraiser selected until the concurrence of the representative of the deceased partner's estate and the Partnership.

14. Partner's Bankruptcy, Incompetence, or Retirement. In the event any partner shall be adjudicated bankrupt, adjudged incompetent, or elect to retire without first offering to sell his interest to the remaining partners, then such partner shall be deemed to have offered to sell his interest to the remaining partners under the procedures described in Paragraph 11. The terms of sale shall be determined by an independent appraiser selected with the concurrence of the representative of the partner whose interest is being offered for sale or his representative and the remaining partners.

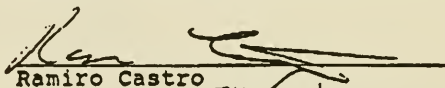
15. Books of Account. Books of account of the transactions of the partnership shall be kept at the principal place of business, and shall be available at all times for inspection by any partner. Each partner shall cause to be entered upon the books an accurate account of all his dealings, receipts, and expenditures for or on account of the Partnership.

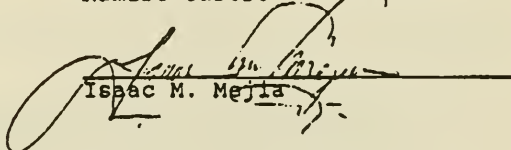
16. Dissolution. In the event that all partners agree to dissolve the Partnership, the business shall be wound up, the debts paid, and the surplus divided among the partners in accordance with their respective interests.

IN WITNESS WHEREOF, the parties have executed this agreement on February 1, 1991.


Carlos A. Quiroz


Robert C. Sanchez


Ramiro Castro


Isaac M. Mejia

TO: The San Francisco International Airport
Airport's Commission

I. Alternative Program to the Staff's Two Door-To-Door Shuttle Van Proposal.

In the Memorandum to the Airport's Commission, dated September 4, 1992, it was recommended that a Request for Proposals be issued for a "Two Door-to-Door Van Service Agreement." It further states that the proposal will ease congestion at the upper level, improve the quality of service, increase vehicle occupancy, promote public safety and public convenience, decrease incidents of solicitation and avoid the effects of destructive competition.

This proposal, if limited to two companies, will put over 20 shuttle van operations out of business and cause many to suffer substantial losses because of their investments in vans and facilities acquired to provide their public services. Further, the time and money expended to acquire passenger stage corporation authorities from the California Public Utilities Commission to serve the airport's travelers will also be lost through the proposed change.

The public will suffer as will the service if it is limited to two operators. It is evident that the principal and overriding goal of a successful bidder is to make money from his exclusively shared agreement. If more profit can be realized by a diminution of service, less responsive scheduling, or unjustifiable increases in rates, these changes obviously will be made.

It is questionable if the upper level congestion will be eased because the curb coordinators will control calling vans from the standby area in the same manner as the present procedure. The quality of service will not be improved because of the paramount interest in maximum profits. There will be increased occupancy because it is more profitable to hold the vans until maximum loads are obtained. This will result in long delays awaiting departure from the airport and a 3-hour trip around the Bay Area while passengers are being dropped off from the well-occupied vehicle. Thus, public convenience will be severely impaired through the proposal. There will probably be an increase rather than a decrease in unauthorized solicitation because many of the disfranchised van carriers will be struggling to survive. Avoiding the effects of destructive competition is possible because the staff's program is designed to destroy competition.

As an alternative to the staff's program, it is proposed that the San Francisco International Airport and Los Angeles International Airport, rather than seeking a moratorium from the California Public Utilities Commission, ask the California Legislature to enact legislation that will limit the number of licensed airport shuttle operators by requiring proof they need for the additional services. The Commission should allow existing carriers to increase the numbers of their shuttle vans if they meet the requirements set forth in the existing Airport Regulations. The airport should exercise more stringent control over the activities of the shuttle operators, their services and relationships with their riders.

The San Francisco International Airport presently has a responsive and very competitive shuttle van service which with limited changes provides a far superior public transportation than would be available from the proposed Two Door-to-Door Shuttle Van Agreements.

II. Request To Add Vans As Authorized By Existing Airport Regulations

The airport staff has established a moratorium which prevents airport shuttle van carriers from adding vans to their services even though carriers can satisfy the requirements of Section 1, 4, 7 (A)(2)(A) of the Airport's Rules and Regulations which authorize such additions. It is respectfully requested that the airport staff be directed to permit the utilization of additional vans as prescribed by the Airport Regulations and in support of this request offers the following:

1. On November 6, 1991, at the request of the Los Angeles (LAX) and San Francisco (SFO) airports, the California Public Utilities Commission (PUC) declared a six-month moratorium on grants of authorities to serve the two airports applicable to applications filed with the Commission after November 6, 1991. The moratorium will remain in effect until May 6, 1992.
2. Prior to November 6, 1991, and subsequent to that date, upon receipt of PSC certificates, carriers receiving new PUC authorities were advise by SFO that "your door-to-door operations will be limited in accordance with the Airport's January 28, 1992, notice. That notice refers to Sections 1, 4, 7 (A)(2)(a) of the Airport's Rules and Regulations which, in part, reads:

"All commercial operators of ground transportation services are required to have the authorization of the State of California Public Utilities Commission (CPUC) and the

Director of Airports to operate from the airport to any service area."

". . . in addition, all new door-to-door van firms operating to either San Francisco and/or San Mateo Counties, will be restricted to two (2) vans operating at the Airport until such time as the operator can demonstrate that passenger load factors exceed 75 percent as specified above."

3. Despite the Airport's Rules and Regulations, the SFO airport staff presently refuses to allow authorized van carriers to increase the vans they utilize for their airport services. In effect, the staff created a moratorium which is inconsistent with and even contrary to the Airport's Rules and Regulations.
4. Permitting van services to increase the units they utilize for their airport services will not create problems at the airport for the following reasons:
 - a. Unsafe vehicles will not be used because the vans must be inspected by the airport police and many of these units by the California Highway Patrol and must be found to conform to all safety requirements before they are permitted to operate.
 - b. Permitting operators to add vans to serve the airport will not exacerbate the congestion, rather it will reduce congestion. Either travelers will use the multiple passenger vans, taxicabs, or buses to and from the airport or their own automobiles. Using their own automobiles results in a higher volume of vehicles using the airport traffic lanes, which vehicles are operated by drivers who are inexperienced and, generally, are completely unfamiliar with driving at the airport and the stopping and parking procedures and regulations. Further automobiles require on and off airport parking space which is presently inadequate, particularly during peak travel periods.
 - c. The holding area assigned for shuttle vans is never presently filled and can hold additional units. Vehicles of the van carriers cannot add to the congestion by being permitted to participate in the curb pickup service because the only vans

allowed to stop in the curb pickup areas are those ordered to do so by the dispatchers who control these areas.

- d. The staff argues that there has been a decline in passenger travel, therefore added service should not be authorized. It is evident that this a temporary aberration due to the recession. If there has been a decline, it is no different than the 2 million passenger decline between 1980 and 1981 during the earlier recession. There obviously will be a continuing and steady growth of the patronage of the airport which has increased from 13 million in 1970 to over 30 million in 1990. The SFIA Master Plan projects SFO's annual passengers in 1996 to exceed 42 million and in the year of 2006 to be over 51 million travelers. Clearly, more public service is imperative for the future than is available today. A critical problem is to get people using the airport out of their automobiles and into the multiple passenger public services. Restrictions on these public services clearly is in no one's best interest.
- e. Illegal van operators can only be discovered and regulated by governmental controls. All shuttle vans operating at SFO must be licensed by the PUC and SFO and their licenses or stickers should be prominently displayed. If their operations at the airport are unlawful, they should be cited and fined and the operating rights or authorities of persistent violators should be suspended or revoked.

SAN FRANCISCO

Door-to-Door Van Service

SFO Van Stops: Upper level, Island, outside of airline ticket counters, all terminals

ARRIER	SIGN	FARE	PHONE
Airport Connection	Red	\$9-\$11	415/877-0901*
American Airport Shuttle	Yellow	\$8-\$11	415/876-0411 - 415/282-8700
Air Shuttle	Yellow	\$9-\$10	415/564-3400
Door-to-Door Airport Express	Red	\$9-\$10	415/775-5121 - 800/835-6009
Express Airport Shuttle	Red	\$9	800/675-1115 - 408/378-6270
San Francisco's Adventure	Yellow	\$8	415/821-0903
People's Airport Shuttle	Yellow	\$8-\$11	415/334-9000
Airline Airport Shuttle	Red	\$9	415/252-8300
Mar's Airport Shuttle	Red	\$8-\$10	415/564-5252 - 415/564-5253
Lukey City Shuttle	Yellow	\$10	415/777-4899
Advanced Shuttle	Red	\$9	415/546-6111
City Shuttle	Red	\$10-\$14	800/287-4968
Shuttle	Blue	\$11 *\$8	415/558-8500 - 415/871-7800
Low Airport Shuttle	Yellow	\$9	415/282-7433
(Second person to same address)			*Call for All Pick-ups

Scheduled Transportation

SFO Stops: Lower level, blue column, outside of the baggage claim area, all terminals

Airporter 415/673-2433	Downtown Hotels & BART: Route #1 ANA Hotel San Francisco, Grand Hyatt, Westin St. Francis, Hilton, Nikko, Parc 55, Marriott	Frequency from SFO 6:10 am - 11:10 pm every 20 minutes
One way Round trip	Route #2 St. Francis Drake, Holiday Inn Union Square, Westin St. Francis, Hilton, Nikko, Sheraton Palace, Hyatt Regency	6:00 am to 11:00 pm every 20 minutes
Door to Door Airport Express 415/775-5121	Downtown Hotels: Handlery, Four Season Clift, Hotel David, Californian, Shannon Court, Geary Hotel	8:15 am to 10:00 pm every 20 minutes
One way		

SFO SamTrans Stops: Upper Level, Curbside
South Terminal: Outside of Delta Airlines
North Terminal: Outside of American Trans Air

SamTrans 415/660-4287	Route 7B South: Redwood City, San Carlos, Belmont, Burlingame Route 7B North: South San Francisco, Brisbane, Downtown San Francisco	Frequency from SFO Every 1/2 hour from approximately 5:30 am to 1:00 am
One 7B: \$.85 One 3B: \$.85 One 7F: \$1.75	Route 3B South: Millbrae, Caltrain, Burlingame Plaza Route 3B North: San Bruno, South San Francisco, Daly City BART, Stonestown	Every 1/2 hour from approximately 6:00 am to 6:00 pm
	Route 7F South: Belmont, San Carlos, Redwood City, Atherton, Menlo Park, Palo Alto Route 7F North: Downtown San Francisco	Every 1/2 hour from approximately 6:00 am to 1:00 am *NO LUGGAGE

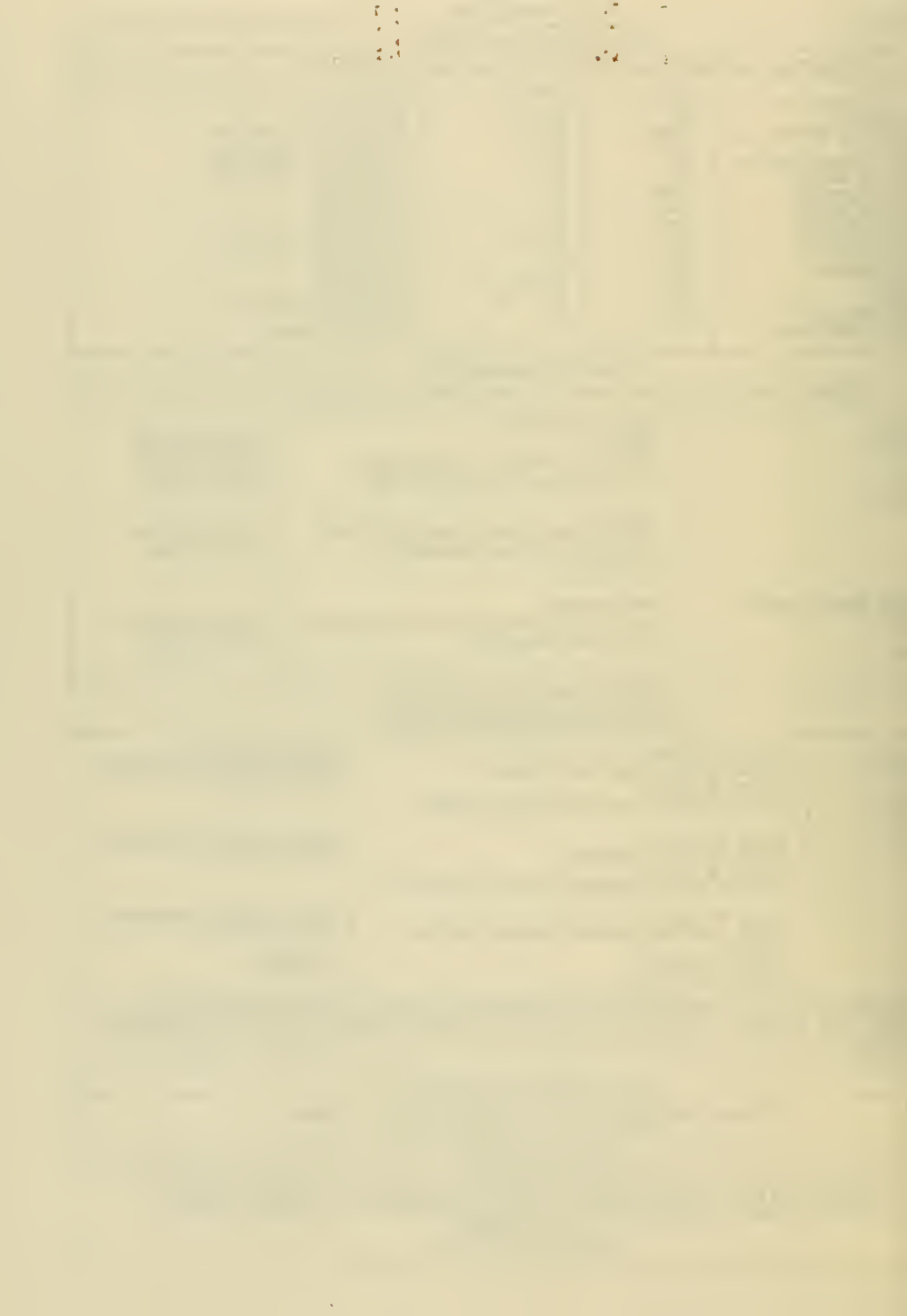
Connections can be made at the Powell Street station with the SFO Airporter stop at the Parc 55 Hotel, or at the Montgomery Street station with the SFO Airporter stop at the ANA Hotel San Francisco. Passengers can also transfer between BART and SamTrans 3B Route at Daly City, or at Civic Center station with SamTrans 7F Express and 7B Local routes on Mission Street (one block south of BART).

Taxis \$21-\$34 (Approximate)

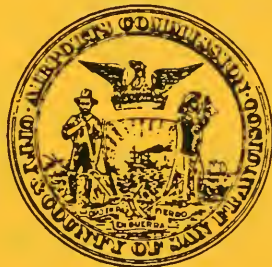
SFO Stops: Lower level, yellow column, outside baggage claim, all terminals
\$21 Cow Palace - \$34 Fisherman's Wharf

Luxury Limousines

At SFO, arrange service by going to the Associated/Airport Connection Limousine counter on the lower level, all terminals near the baggage claim area. Hourly rate to charter is \$50. Shared ride service in San Francisco is \$10-\$17.
Pick-up rate to any 1 stop in San Francisco is \$40.00 (4 or fewer passengers) \$10 for each additional person or stop
Phone 415/877-0433
White Courtesy Phone 7-0432



SAN FRANCISCO AIRPORTS COMMISSION



MINUTES

OCTOBER 6, 1992

FRANK M. JORDAN, MAYOR

COMMISSIONERS

PATRICK A. MURPHY
President

J. STANLEY MATTISON
Vice President

L. ANDREW JEANPIERRE

JAMES K. HO

MARIE K. BROOKS

LOUIS A. TURPEN

Director Of Airports

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of the Minutes
Airports Commission

October 6, 1992

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Minutes
of the
Airports Commission Meeting

October 6, 1992

A. CALL TO ORDER:

The regular meeting of the Airports Commission was called to order at 9:00 A.M. in Room 282, City Hall, San Francisco, Ca.

* * *

B. ROLL CALL:

Present:

Patrick A. Murphy, President
J. Stanley Mattison, Vice President
L. Andrew Jeanpierre
Marie K. Brooks

Commissioner Ho arrived at 9:14 A.M.

* * *

C. ADOPTION OF MINUTES:

The Informational Meeting of September 2, 1992 and the Regular Meeting of September 15, 1992 were adopted by order of the Commission President.

No. 92-0258

* * *

D. ANNOUNCEMENT BY SECRETARY:

In accordance with Section 54957.1 of the Brown Act, Jean Caramatti, Commission Secretary announced unanimous adoption of resolution no. 92-0257 regarding the settlement of litigation with Eastern Air Lines at the closed session of Sept. 15, 1992.

* * *

E. SPECIAL ITEM:

1. Election of Officers

This item was put over to the end of the calendar.

* * *

F. ITEMS INITIATED BY COMMISSIONERS:

Commissioner Mattison asked Mr. Turpen if the Commission would be briefed on the Airport's on-going discussions with the airlines.

Mr. Turpen responded that the Commission would be briefed.

* * *

G. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:

Item nos. 2 through 4 were adopted unanimously.

2. Approval of Bond Sale and Bond Documents

No. 92-0260

Resolution authorizing sale of
refunding bonds and approving official
bond documents.

Mr. Lou Turpen, Airport Director said that this item concerns a forward delivery refunding of Series B, D, and E bonds which should result in significant savings to the Airport.

3. So. San Francisco Home Insulation Funding - FY 92/93 (\$250,000)

No. 92-0260

Resolution authorizing expenditure of funds by the Director to insulate approximately 100 residences in So. San Francisco previously authorized for FY93/94 but now scheduled for completion in FY92/93. Expenditure of \$250,000 is limited to the following:

- a. 20% of the building insulation costs for each unit.
- b. Subject to granting a Noise Easement to the C&CofSF for each unit insulated.

Mr. Turpen explained that this item moves some previously authorized funding up a fiscal year. He said that between the Commission's authorizations and Federal authorizations about \$25-million has been put in the bank for home insulation on the Peninsula. Thus far only \$5-million has been expended.

Mr. Turpen explained that the home insulation program is controlled by the local communities. Each community runs its own program and determines the pace. We are delighted to see this acceleration and would hope that there will be similar accelerations so that the money that has already been set aside will be expended.

Commissioner Murphy said that there has been commentary in the press suggesting that the Airport has been dragging its feet on home insulation. He said that that was news to him.

Mr. Turpen responded that a general confusion existed in the community as to how the home insulation program works and who is responsible. The Airport has been working to clarify that confusion. The home insulation program, funded by the Airport and the Federal government, is run by each individual community. To his knowledge neither the Airport nor the Federal government has refused any request for home insulation funds. Currently there is \$20-million waiting to be expended for home insulation, not counting any future amounts.

Commissioner Mattison asked if the homes referred to have been authorized to begin insulation.

Mr. Turpen responded that he believed that So. San Francisco, the first community to enter into this program in 1983, has identified the homes for insulation. When the work is completed, the community submits the project to the FAA for the Federal portion of the funding and provides the Airport with avigation easements in exchange for our local matching share. The City Attorney determined that the Airport could not match funds without consideration. The consideration agreed upon by the communities and the Airport was the avigation easement.

Commissioner Murphy asked which cities on the Peninsula have their programs up and going.

Mr. Turpen responded that So. San Francisco is probably the most advanced. San Bruno, Millbrae, Daly City and Pacifica have actually modeled their programs on So. San Francisco's.

Commissioner Murphy asked if the Airport assists these cities with procedural issues.

Mr. Turpen responded that staff has worked with all the cities in helping them prepare their documentation to the FAA. It is a fairly rote exercise after the first submittal. It is now a question of getting the work done and expending the already escrowed funds against the work that needs to be done. He guessed that \$20-million would insulate 1,500 to 1,800 homes.

Mr. Turpen explained that when the community delivers the avigation easement to the San Francisco Director of Properties and it is executed, the Director of Properties advises the Airport and the funds are released.

Mr. Turpen responded that none were pending to his knowledge. He said that he has never received a complaint under the program.

No. 92-0262 Resolution awarding Lingerie and
Haberdashery shop Lease to Western
Motives.

★ ★ ★

Mr. Turpen said that the resolution before the Commission appoints him as the primary representative to CCAG and John Costas as his alternate. He felt that Mr. Costas was particularly important as we work through the Master Plan. He said that he might change the alternate designation at a later date, depending on the issues.

Commissioner Murphy noted that Mr. Miller's letter requested that a Commissioner be appointed but felt that would be inappropriate.

Mr. Turpen said that historically the Commission, recognizing that it would be in a position of taking action on possible outcomes of our relationship with CCAG, felt it important to maintain an arms-length relationship. It was suggested that that he and Mr. Costas can represent the Airport and at the same time bring back those matters of import and maintain that arms-length relationship. That is consistent with the Commission's thinking over the years.

6. Award of Contract No. 3124:
Runway Rubber Removal - 1992-1993

No. 92-0264	Resolution awarding Contract 3124 to Rampart Waterblast, Inc. in the amount of \$298,000.00.
-------------	--

Commissioner Brooks asked why an out-of-State firm was being used.

Mr. Dennis Bouey, Deputy Director, Facilities Operations & Maintenance responded that approximately 12 firms requested the plans and specs. Unfortunately, due to the Airport's location next to San Francisco Bay we have very stringent guidelines as to what methodologies can be used. Most companies use chemicals. Rampart is the only company that staff is aware of that uses a high pressure removal process. Rampart does most of the major airports in the United States.

7. Award of Contract No. 3144
Airport Underground Utilities Repairs - 1992-1993

No. 92-0265	Resolution awarding Contract No. 3144 to Bay Pacific Pipelines, Inc., in the amount of \$163,925.00.
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8. Award of Risk Assessment Contract

No. 92-0266	Resolution authorizing award of contract to assess petroleum storage tank and pipeline risk.
-------------	--

9. Boarding Area "E" Principal Concession Retail Lease

No. 92-0267	Resolution authorizing staff to accept bids for Boarding Area "E" Principal Concession Retail Lease.
-------------	--

10. Bid Call - Contract No. 3161
International Terminal Upper Level Road Leak Repair

No. 92-0268 Resolution approving the scope, budget, and schedule for Contract No. 3161 and authorizing the Director of Airports to call for bid when ready.

11. Bid Call - Contract No. 3187
Emergency Pavement Repairs - 1992-1993

No. 92-0269 Resolution approving the scope, budget, and schedule for Contract No. 3187, and authorizing the Director of Airports to call for bids when ready.

12. Shuttle Bus Agreement #68252, Modification #10

No. 92-0270 Resolution setting rates and making reimbursements for SFO Shuttle Bus Co. Resolution establishes 1992 hourly rates at \$32.9002 per basic hour and \$22.9370 per incremental hour, a deduction of \$59.08 for overpayment of 1991 employee health & welfare premiums, payment of \$10,028.08 for unanticipated 1991 insurance premiums, payment of \$148,798.00 over four quarterly payments for 1992 pass-through insurance payments, payment of \$10,268.52 for unanticipated maintenance work resulting from defects in the Orion transit coaches, and reimbursing SFO Shuttle the difference between 1992 & 1991 for services rendered between Jan. 1 and Oct. 1, 1992.

Commissioner Ho arrived at the call of item no. 13.

13. Substitution of Sub-Contractor - Contract No. 2333R
Airport Maintenance Base Replacement of Security Gates A & B

No. 92-0271 Resolution approving the substitution of electrical subcontractor, Englehart Electric Co. of Belmont, with Liberty Electric Co. of Burlingame.

Commissioner Mattison asked why the substitution was being made.

Mr. Bouey responded that the contractor said that on a number of occasions the subcontractor had been scheduled to do work and failed to show up. Although the subcontractor disputes the allegation, he consented to the substitution. Liberty Electric has previously done work on the Airport. Although it is an MBE, it is not located in San Francisco and is therefore not a certified MBE. Staff has agreed to the substitution.

14. Declaration of Emergency - Contract No. 3166
Emergency Water Main Repair at Fire Station No. 1

No. 92-0272

Resolution ratifying the action of the Commission President in declaring an emergency because of a water main break supplying Fire House No. 1 and directing the Director of Airports to effect the necessary repairs.

15. Travel/Training

No. 92-0273

* * *

I. PUBLIC HEARING:

The public hearing was convened at 9:15 AM and adjourned at 9:17 AM, there being no requests to speak from the public.

16. Hearing on Parking Rate Increase

Ms. Angela Gittens, Deputy Director for Business and Finance informed the Commission that the item indicates that the parking rate increase would go into effect December 1. Staff is proposing that it go into effect November 17 which would generate an additional \$175,000 in revenue.

Commissioner Murphy commented that the last time this item appeared before the Commission staff was sent packing. He said that he felt that the time was now right.

* * *

J. NEW BUSINESS:

Commissioner Murphy asked Mr. Reuben Davis if he wished to address the Commission. He reminded Mr. Davis of the three minute rule.

Mr. Davis said that he and thousands of other Airport users have complained to the Airports Commission about being solicited for money. He said that he has appeared before the Commission where his complaint was noted. He said that the Commission agreed with him entirely. He said that the Commission informed him that there was nothing the Airport could do to stop passengers from being solicited for money. He said that the Commission President agreed that he would like the practice stopped and made some remarks about free speech, the American constitution and the First Amendment. Mr. Davis said that the Commission President said nothing about "aiding the beggars" by giving them a booth free of charge in a prime Airport location, enabling them to solicit and interfere with passengers.

Mr. Davis said that in the Commission President's reply to his last letter he mentioned that he asked staff to look into the matter.

Mr. Davis told the Commission President that that was all "a lot of cuds wallop" because the Airport executive offices have been aware of the complaints for several months and were in total agreement with him. He was told categorically that the Airport was not built for the purpose of soliciting passengers for money. The behavior of the booth's occupants was an "eyesore and a cancer that had to be removed." He said that every member of the Airport Police from Chief Driscoll down was disgusted at the way Airport users were accosted.

Mr. Davis stated that the Police were well aware of the Supreme Court ruling and that what the occupants of the booth were doing was illegal but they could not do anything about it. The "beggars" had permission and were given free facilities by the Airports Commission. He said that "a blind eye and a deaf ear" were turned to the Supreme Court decision.

Mr. Davis said that he had a strong suspicion that something was wrong and was well aware that the occupants of the booth were doing big business. He said that his suspicions were confirmed when he recently visited the Airport and noted that the booth was occupied by only one person. He approached the individual behind the booth and struck up a conversation, eventually telling the occupant that he was looking for a job. Mr. Davis said he was told that he would make an excellent collector and that he could work with him at the Airport. He would receive 50% of all the money he collected. He was told that the booth was provided free but he would have to pay towards a monthly amount for an Airport official who allowed them to operate. He was told that he would easily pick up \$3,000 a week.

Mr. Davis said that on Friday, October 3 he went to the Airport to meet passengers. When he approached that same individual the other occupants of the booth said "Oh, he's here again." He said that he told the occupants that it was illegal to solicit passengers for contributions. The occupants responded that they had a "license" to solicit money at the Airport. He asked to see the "license." The "license", signed by Mr.

Turpen, allowed them to solicit money at the Airport from October 1 to 31, 1992. The "license" was given four months after the Supreme Court ruled that it was illegal for any persons to solicit for money at airports.

Mr. Davis said that the "license" can be revoked if any laws are violated. It allows the permittee to use booths in the International, North and South Terminals.

Mr. Davis said that paragraph 8 of the "license" states that "permittee shall not obstruct or interfere with the use of escalators, stairs, corridors, halls, doorways of elevators at the Airport in conducting the activities described herein." But it does not mention that they must not interfere with passengers.

Mr. Davis said that paragraph 9 states that "the permittee agrees in the use of the premises provided for herein to comply with all applicable Airport rules and regulations as well as all local, State and Federal laws." Federal law states that they should not solicit for money.

Commissioner Murphy told Mr. Davis that he was well over his three minute time limit. He said that the Supreme Court rule does not say that it is illegal to solicit at airports, it says that an ordinance could be passed making it illegal to solicit funds.

Mr. Davis asked why these people were given a prime booth in the Airport where every departing passenger who passes by and is accosted. These people are strangers to this country. They pass this official looking booth and are called over and solicited for money. He asked what inducement there was for the Airports Commission to allow this to go on.

Commissioner Murphy said that the Commission has not taken formal action since the Supreme Court decision was made. The matter is more complex than Mr. Davis realizes. Staff is looking at a range of alternatives, one of which is kicking them out of the Airport altogether. He explained that the Airport must also abide by the California Constitution.

Mr. Davis argued that they are violating Federal law.

Commissioner Murphy again said that staff is taking a hard look at this. He said that LAX and San Diego are also taking a hard look at this issue as well. He strongly suspected that within the next meeting or two something will be presented to the Commission to alter the way that this is handled. He did not know what that would be at this time.

Mr. Davis asked Commissioner Murphy or the other members of the Commission have been to the Airport and seen the "beggars" in action.

Commissioner Murphy said that he has.

Mr. Davis said that he has videos. He asked when this practice was going to be stopped. They are violating the law every minute of every day.

Commissioner Murphy told Mr. Davis that they must take their legal advice from the City Attorney's Office.

Mr. Davis asked Commissioner Murphy's assurance that this will be stopped.

Commissioner Murphy said that he could give his assurance that this is being looked at very closely and will wait for the range of alternatives.

Mr. Davis asked if the Commission felt this should be allowed to continue.

Commissioner Mattison said that the Commission has not supported soliciting at the Airport for 20 years. We have lived under a variety of constraints and the booths were intended, and have been very effective, in rounding up people who were running around the Airport soliciting on a free range basis. At least they have been confined to specific booths. The Airport does not give them official sanction. We do not indulge their behavior. In fact, limitations are placed on their behavior. In the face of the recent Supreme Court decision we have a little more latitude in evaluating alternatives which will be done in accordance with the Commission's duties. He said that the Commission does not need Mr. Davis to tell them that they are derelict in their duties. Deliberations will be undertaken and a satisfactory conclusion will be reached under the full extent allowed by the law. He asked Mr. Davis that the Commission be allowed the latitude to complete the process.

Mr. Davis said that United Airlines pays the Airport \$45-million a year to rent space. He said that he has spoken personally to Mr. Steven Wolfe of United and Mr. Wolfe commented that he could not understand it. He has received numerous complaints from his passengers about being accosted.

Mr. Davis said that the livelihood of the shopkeepers at the Airport is being taken away. They need to be protected.

Commissioner Mattison said that the Commission is well aware of that.

Commissioner Murphy said that there will be further action on this issue.

Mr. Davis said that their booth is in a prime location. If the Commission feels that they must be given a booth he suggested that there was a nice place by the restrooms.

Mr. Davis asked the Commission to do something about this problem. He said that 60 Minutes is very interested in this issue.

Commissioner Murphy asked Mr. Lou Dell'Angela if he wished to address the Commission.

Mr. Dell'Angela thanked the Commission for holding a meeting at the Airport Hilton Hotel on September 2 and for being responsive to the people of San Mateo County. He felt that the meeting was an eye opener.

Mr. Dell'Angela hoped that the Commission received CAN's October 2 correspondence. It is an elaboration of the mitigation measures that were proposed at the September 2 meeting.

Mr. Dell'Angels said that he felt that a lot of progress has been made in terms of discussions with governmental leaders, the Commission and the people of San Mateo County, particularly in the area of noise insulation. He said that any insulation program that includes less than complete insulation is going to be unacceptable. People would not go for cut-down versions of the insulation program. All 10,000 homes need to be insulated.

Mr. Dell'Angela said that while the Commission has made great strides in home insulation there is a long way to go in terms of traffic and housing issues. Concrete recommendations and agreements have not been made in that area. The Airport needs to go back and get involved in mitigating the severe traffic problems and the housing deficiencies that will result. He said that another important area is on-Airport operations i.e., dealing with curfews. This needs to be an integral part of a mitigation package. He hoped the Airport would put more emphasis in those areas.

Mr. Dell'Angela said that people in general don't like big projects. The don't like big buildings, they don't like highways, they don't like big airports unless a mitigation program is put in place that takes care of traffic and housing problems.

Mr. Dell'Angela said that the San Mateo County residents asked the Commission not to treat the Airport expansion any different than the Board of Supervisors would treat any massive project in the City. No project would be approved that did not address all the impacts. Traffic, housing and operations need to be paid attention to. Anything less than a full package is unacceptable. The people and officials of San Mateo County will reject anything short of a complete and comprehensive package.

Mr. Dell'Angela said that CAN has tried to be very constructive and positive and has tried to keep people up to date. They have offered suggestions, comments and mitigations that would help the Airport move forward with this project. To misread the people of San Mateo County and think that the Airport can throw an insulation program at them and not address traffic, housing and operations issues is naive and wrong. It needs to be done.

Mr. Dell'Angela said that the people of San Mateo County need guarantees that these mitigation measures will be made, that the insulation program is in place and that San Mateo County residents can depend on these things.

Mr. Dell'Angela felt that the MOU that is being discussed was not enforceable. Specifics are needed. It is too vague.

Mr. Dell'Angela asked the Commission to consider having another meeting in San Mateo County. A new mitigation program is being formulated. It is important to show San Mateo County residents and officials that the Airport has responded to their comments, questions, concerns and recommendations and is willing to return to San Mateo County and discuss the final proposal that staff and the Commission have collaborated on. That would be another positive step in terms of being a good neighbor and put us on a positive path to getting the project moving.

* * *

E. SPECIAL ITEM:

1. Election of Officers

No. 92-0259

Commissioner Jeanpierre nominated Commissioner Murphy for President, with a second by Commissioner Mattison.

Commissioner Brooks nominated Commissioner Mattison for Vice President, with a second by Commissioner Ho.

The vote was unanimous.

* * *

K. CORRESPONDENCE:

There was no discussion by the Commission.

* * *

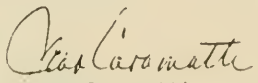
L. CLOSED SESSION:

The Airports Commission will go into closed session in accordance with Government Code Section 54956.9(b)(1) to discuss potention litigation, and, section 54957 to discuss personnel matters.

* * *

M. ADJOURNMENT:

There being no further calendared business before the Commission the meeting adjourned at 9:45 AM.


Jean Caramatti
Commission Secretary

SAN FRANCISCO AIRPORTS COMMISSION



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MINUTES

OCTOBER 27, 1992

SPECIAL MEETING

FRANK M. JORDAN, MAYOR

COMMISSIONERS

PATRICK A. MURPHY
President

J. STANLEY MATTISON
Vice President

L. ANDREW JEANPIERRE

JAMES K. HO

MARIE K. BROOKS

LOUIS A. TURPEN

Director Of Airports

SAN FRANCISCO INTERNATIONAL AIRPORT
SAN FRANCISCO, CALIFORNIA 94128

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of the Minutes
Airports Commission

October 27, 1992
Special Meeting

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C.		ADOPTION OF MINUTES:		
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D.		ANNOUNCEMENT BY SECRETARY:		3
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	- Amend First Supplemental Resolution Adopted Sept. 15, 1992, Providing for Issuance of Refunding Revenue Bonds	4
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8.	Resolution Ratifying Personnel Actions 92-0281	5
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		6
J.	CLOSED SESSION:	
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K.	ADJOURNMENT:	
		6

Minutes
of the
Airports Commission Meeting

October 27, 1992
Special Meeting

A court reporter's transcript of this meeting is available upon request.

A. CALL TO ORDER:

The regular meeting of the Airports Commission was called to order at 9:03 A.M. in Room 282, City Hall, San Francisco, Ca.

* * *

B. ROLL CALL:

Present: Patrick A. Murphy, President
J. Stanley Mattison, Vice President
L. Andrew Jeanpierre
Marie K. Brooks

Absent: James K. Ho

* * *

C. ADOPTION OF MINUTES:

The minutes of the regular meeting of October 6, 1992 were adopted by order of the Commission President.

No. 92-0275

* * *

D. ANNOUNCEMENT BY SECRETARY:

In accordance with Section 54957.1 of the Brown Act, Jean Caramatti, Commission Secretary announced unanimous adoption of resolution no. 92-0274 at the closed session of October 6, 1992.

* * *

E. ITEMS INITIATED BY COMMISSIONERS:

Commissioner Murphy said that he enjoyed the ACLU exhibit at the Airport.

* * *

F. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:

Item No. 1 was put over to November 3, 1992.

1. Consideration of San Francisco International Airport Master Plan

Item No. 2 was put over to October 29, 1992.

2. Awarding the Sale of the Second Series Refunding Bonds, Issues 2 & 3

- | | |
|------------------|--|
| Resolutions: (1) | Establish terms and interest rates of Second Series Refunding Bonds, Issue 2 pursuant to results of the bid opening, |
| (2) | Awarding sale of the Second Series Refunding Bonds, Issue 2, |
| (3) | Establish terms and interest rates of Second Series Refunding Bonds, Issue 3 pursuant to results of the bid opening, |
| (4) | Awarding sale of the Second Series Refunding Bonds, Issue 3, |
| (5) | Amend First Supplemental Resolution adopted Sept. 15, 1992, providing for issuance of refunding revenue bonds. |

3. Rental Credit for Pilot Curbside Attendant Program

- | | |
|-------------|---|
| No. 92-0276 | Placement of curbside attendants on center islands adjacent to terminal complex on a six month trial basis to discourage cart hustling. |
|-------------|---|

* * *

G. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

Item Nos. 4 through 9 were adopted unanimously.

4. Parking Rate Increase

No. 92-0277

Adopt proposed increase in public parking rates in the Garage and Lot D.

5. Modifications of Legal Services Agreements with Morrison & Foerster: Mod. No. 12 of Noise Issue Agreement - Reduce by \$300,000; Mod. No. 5 of Airline Contract/Master Plan Issue Agreement - Increase by \$450,000

No. 92-0278

Mod. of Legal Services Agreements with Morrison & Foerster by increasing funds to its Airline Contract & Master Plan Issues Agreement by \$450,000, of which \$300,000 represents a transfer of funds previously approved for the Noise Issue Agreement and \$150,000 represents additional funding (Mod. Nos. 5 & 12).

6. Award of Contract No. 3151
Tunnels "A" and "C" Leakage Repair

No. 92-0279

Resolution awarding Contract 3151 to E-Z Does It Construction Co. in the amount of \$63,950.00.

7. Contract No. 3063 - Type II Modification
Emergency Pavement Repair 1992

No. 92-0280

8. Resolution Ratifying Personnel Actions

No. 92-0281

Resolution, in accordance with the requirements of San Francisco City Charter Section 3.501, ratifying and approving certain personnel actions taken by the Director of Airports.

9. Travel/Training For FY 1992/93

No. 92-0282

* * *

H. NEW BUSINESS:

There was no discussion by the Commission.

* * *

I. CORRESPONDENCE:

There was no discussion by the Commission.

* * *

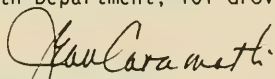
J. CLOSED SESSION:

The Airports Commission will go into Closed Session in accordance with Government Code Section 54957 to discuss personnel matters.

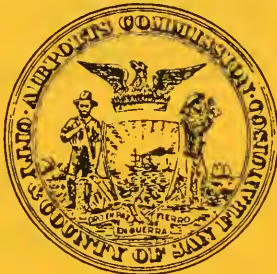
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K. ADJOURNMENT:

There being no further calendared business before the Commission the meeting recessed at 10:20 A.M. and will reconvene on Thursday, October 29, 1992 at 5:30 PM in the Public Health Department, 101 Grove Street, Rm. 300.


Jean Caramatti
Commission Secretary

SAN FRANCISCO AIRPORTS COMMISSION



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MINUTES

OCTOBER 29, 1992

RECONVENED FROM OCTOBER 27, 1992

FRANK M. JORDAN, MAYOR

COMMISSIONERS

PATRICK A. MURPHY
President

J. STANLEY MATTISON
Vice President

L. ANDREW JEANPIERRE

JAMES K. HO

MARIE K. BROOKS

LOUIS A. TURPEN

Director Of Airports

SAN FRANCISCO INTERNATIONAL AIRPORT
SAN FRANCISCO, CALIFORNIA 94128

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Airports Commission

October 29, 1992
(Reconvened from October 27, 1992)

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A.		CALL TO ORDER:		2
B.		ROLL CALL:		2
C.		ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:		
	1.	Resolution Establishing Additional Terms of & Selling \$107,370,000 Principal Amount of SFIA Second Series Refunding Revenue Bonds, Issue 2 & Amending the 1991 Resolution	92-0283	2
D.		ADJOURNMENT:		2

Minutes
of the
Airports Commission Meeting

October 29, 1992
(Reconvened from October 27, 1992)

A. CALL TO ORDER:

The reconvened meeting of the Airports Commission was called to order at 5:40 P.M. in the Department of Public Health, 101 Grove Street, Room 300, San Francisco, Ca.

* * *

B. ROLL CALL:

Present: Patrick A. Murphy, President
J. Stanley Mattison, Vice President
L. Andrew Jeanpierre
Marie K. Brooks

Absent: James K. Ho

* * *

C. ITEMS RELATING TO ADMINISTRATION, OPERATIONS AND MAINTENANCE:

The following item was adopted unanimously.

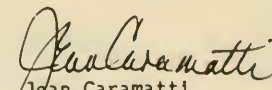
1. Resolution Establishing Additional Terms of and Selling \$107,370,000 Principal Amount of San Francisco International Airport Second Series Refunding Revenue Bonds, Issue 2 and Amending the 1991 Resolution

No. 92-0283

* * *

D. ADJOURNMENT:

There being no further calendared business before the Commission the meeting adjourned at 5:44 P.M.


Jean Caramatti
Commission Secretary

SAN FRANCISCO AIRPORTS COMMISSION



MINUTES

NOVEMBER 3, 1992

FRANK M. JORDAN, MAYOR

COMMISSIONERS

PATRICK A. MURPHY
President

J. STANLEY MATTISON
Vice President

L. ANDREW JEANPIERRE

JAMES K. HO

MARIE K. BROOKS

LOUIS A. TURPEN

Director Of Airports

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of the Minutes
Airports Commission

November 3, 1992

<u>CALENDAR SECTION</u>	<u>AGENDA ITEM</u>	<u>TITLE</u>	<u>RESOLUTION NUMBER</u>	<u>PAGE</u>
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A.		CALL TO ORDER:		2
B.		ROLL CALL:		2
C.		ITEMS INITIATED BY COMMISSIONERS:		2
D.		ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:		
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	2.	Bid Call - Contract 3145 - Federal Immigration Services - New Locker Room & Restrooms - International Terminal	92-0825	3
	3.	Contract 1697 - Type II Mod. - Drainage Improvement Canal to Drainage Pump Station No. 2	92-0286	3
F.		NEW BUSINESS:		3
G.		CORRESPONDENCE:		3
H.		CLOSED SESSION:		
		Settlement - Rogden		3
I.		ADJOURNMENT:		3

Minutes
of the
Airports Commission Meeting

November 3, 1992

A court reporter's transcript is available upon request.

A. CALL TO ORDER:

The regular meeting of the Airports Commission was called to order at 9:11 A.M. in Room 282, City Hall, San Francisco, Ca.

* * *

B. ROLL CALL:

Present:

Patrick A. Murphy, President
J. Stanley Mattison, Vice President
L. Andrew Jeanpierre
James K. Ho
Marie K. Brooks

* * *

C. ITEMS INITIATED BY COMMISSIONERS:

There were no items initiated by Commissioners.

* * *

D. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:

Item no. 1 was adopted unanimously.

1. Consideration of San Francisco International Airport Master Plan
No. 92-0284

* * *

E. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

Item nos. 2 and 3 were adopted unanimously.

2. Bid Call - Contract No. 3145 - Federal Immigration Services
New Locker Room and Restrooms - International Terminal

No. 92-0285

Resolution approving the scope, budget and schedule for Contract 3145 and authorizing the Director of Airports to call for bids when ready.

3. Contract No. 1697C - Type II Modification
Drainage Improvement Canal to Drainage Pump Station No. 2

No. 92-0286

* * *

F. NEW BUSINESS:

There was no discussion by the Commission.

* * *

G. CORRESPONDENCE:

There was no discussion by the Commission.

* * *

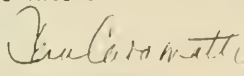
H. CLOSED SESSION:

The Airports Commission will go into Closed Session in accordance with Government Code Section 54956.9(a) to discuss pending litigation regarding the settlement of Rogden v. CCSF.

* * *

I. ADJOURNMENT:

There being no further calendared business before the Commission the meeting adjourned at 12:12 P.M. to go into closed session.


Jean Caramatti
Commission Secretary

SAN FRANCISCO AIRPORTS COMMISSION



MINUTES

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NOVEMBER 17, 1992

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COMMISSIONERS

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President

J. STANLEY MATTISON
Vice President

L. ANDREW JEANPIERRE

JAMES K. HO

MARIE K. BROOKS

LOUIS A. TURPEN

Director Of Airports

SAN FRANCISCO INTERNATIONAL AIRPORT
SAN FRANCISCO, CALIFORNIA 94128

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Airports Commission

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Minutes
of the
Airports Commission Meeting

November 17, 1992

A. CALL TO ORDER:

The regular meeting of the Airports Commission was called to order at 9:07 A.M. in Room 282, City Hall, San Francisco, Ca.

* * *

B. ROLL CALL:

Present:	Patrick A. Murphy, President J. Stanley Mattison, Vice President James K. Ho Marie K. Brooks
Absent:	L. Andrew Jeanpierre

* * *

C. ADOPTION OF MINUTES:

The minutes of the special meeting of October 27, 1992 and the reconvened meeting of October 29, 1992 were adopted by order of the Commission President.

No. 92-0288

* * *

D. ANNOUNCEMENT BY SECRETARY:

In accordance with Section 54957.1 of the Brown Act, Jean Caramatti, Commission Secretary announced unanimous adoption of resolution no. 92-0287 at the closed session of November 17, 1992.

* * *

E. ITEMS INITIATED BY COMMISSIONERS:

Commissioner Brooks asked for the status of Quake City Shuttle.
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Mr. Sheldon Fein, Landside Operations, explained that twenty-three (23) companies currently operate upstairs. These companies operate about 330 vehicles at 25-30% capacity. Staff believes the operation could be handled with about half the vans. Because of the number of companies involved staff approached the Commission earlier this year and received authority to work out a request for proposals to bid out the van space. This request arose because of the competition between the companies and because the drivers were having fights among themselves over passengers.

Mr. Fein said that in October the Commission approved the RFP. Invitations to attend a November 18 meeting were mailed out to all companies on October 23. In the meantime eight companies, Quake City Shuttle being one of them, have called and asked for additional permits to operate. The policy has been to hold their requests in abeyance until staff has had the opportunity to work with the companies and come up with the final details for the RFP. The bid is scheduled to appear before the Commission on December 15.

Mr. Fein said that staff has told Quake City that additional vehicles are not required at this time.

* * *

F. ITEMS RELATING TO ADMINISTRATION, OPERATIONS AND MAINTENANCE:

The following items were adopted unanimously.

1. Supplemental Appropriation of Proceeds of Refunding Bonds

No. 92-0289

Request for supplemental appropriation of the proceeds of the Issue 2 refunding bonds.

Ms. Angela Gittens, Deputy Director for Business and Finance explained that this is the next step for the recently sold Issue 2 which refunded Series D revenue bonds. This is a supplemental to get the funds in the appropriate places so that the escrow fund can be set up and funds can be allocated where they belong.

Item nos. 2, 3 and 4 were called at one time.

2. Resolution Providing for the Issuance of \$2,400,000,000 in Bonds

No. 92-0290

Second supplemental resolution providing for the issuance of not to exceed \$2.4-billion aggregate principal amount of San Francisco International Airport Second Series Revenue Bonds.

2. Resolution Providing for the Issuance of \$2,400,000,000 in Bonds

No. 92-0291

Second supplemental resolution providing for the issuance of not to exceed \$2.4-billion aggregate principal amount of San Francisco International Airport Second Series Revenue Bonds.

3. \$2.4 Billion Supplemental Appropriation of Airport Master Plan Bond Proceeds

No. 92-0292

4. Reimbursement Resolution

No. 92-0293

Resolution stating official intent to reimburse capital funds for Master Plan costs upon issuance of Master Plan bonds.

Ms. Gittens said that because of the changes in the tax laws staff is asking for one overall resolution for the entire program, unlike previous capital project financings where staff comes at the time the funds are needed and asks the Commission for the series of approvals. Staff will return when the funds are needed for the preliminary official statement resolutions. Airline approval will be obtained for each bond issue. Staff is looking for a way to reduce the time frame on each specific bond issue.

Ms. Gittens explained that the tax law change in question requires industrial development bond issuers like ourselves to spend all our bond proceeds within six months. On the other hand, the City and County of San Francisco Charter requires the funds to be on hand before we advertise for bids. Given the time frame for advertising for bids, the bidding process, protests, etc. it takes approximately two months to even get started to spend money. We must also have the total funds on hand for the total contract amount.

Mr. Gittens said that staff is currently working out a different process with the Controller, but until that time if we have a \$50-million construction contract we have to have \$50-million in the bank in the right account before the contract can be bid. It makes it difficult to spend all the proceeds in six months. If all of the proceeds are not spent within six months we pay a penalty to the IRS until the funds are spent. In an attempt to try to minimize that penalty and to make sure our capital program stays on track we are trying to get at least this resolution done up front. That will be one less item to deal with with each specific bond issue.

Ms. Gittens explained that the airlines have approved the advance payment to the City. One of the considerations for that approval was to give the airlines additional input into master plan projects. The schedule will have to be reviewed again because the airlines will get an additional meeting notice period.

Ms. Gittens said that the first sale is expected to take place around February. The Commission will see an official statement either in December or January for the first bond issue. There will be approximately 12 separate issues between February and November, 1995.

Commissioner Mattison asked what the ranges of the issues will be.

Ms. Gittens responded that the first one will be about \$100-million. The issues will range from \$100-million to approximately \$400-million.

Commissioner Mattison asked about the six month approval and the implications.

Ms. Gittens responded that the Airport is paying approximately \$125,000 in penalties every six months on the remaining \$40-million in the previous \$100-million Series E.

Commissioner Brooks asked what happens if we ask for less than what we need.

Ms. Gittens responded that a bid call can be issued. If a bid call is issued with a budget of \$20-million and the bids came in at \$21-million, under the circumstances if we only had \$20-million in the bank we would have to cancel the bid. We often do that anyway but this would mean that the project manager and the Commission would not have the option.

Commissioner Murphy noted that we are obviously going to borrow a lot of money for this project during a period of relatively attractive interest rates. Other than proceeding expeditiously, there is no way to lock in these rates for the whole project. We can't borrow the entire amount of the project now.

Ms. Gittens responded that we can but we would pay penalties and that's the whole point.

Commissioner Mattison asked if a financial analysis has been done on interest rate protection. We may regret not taking interest rate protection measures now. It may turn out to be cheaper to pay penalties and lock into the kind of rates we have now. It is worth it to do an analysis.

Ms. Gittens said that staff has been analyzing that option. The other side to it is that most of the borrowing will be taking place within about a year to a year and a half. Additionally, some of these issues will be taxable and we need to separate those projects.

Commissioner Ho asked what interest rate staff was using to analyze the project.

Ms. Gittens responded that it is between 6-1/2 and 7%.

Commissioner Mattison asked where staff expected the current issue to come in.

Ms. Gittens responded that for the taxable issues we are assuming about 7-12. The first issue will be about 6.4.

Commissioner Ho said that we are expecting a rate of about 6.4 for the first issue. The average interest rate for the term being used to analyze the project is between 6-1/2 to 7. So, we are expecting that the rates will not go over 7% during the 18 months of borrowing.

Ms. Gittens responded that there is mix in the type of bonds. There is the non AMT bonds which are projects that are being financed where because of the type of project the bond holder is not subject to the alternative minimum tax. Those would have the lowest rates. Depending on the time frame, they might go down to 6.2 or 6.3. The AMT bonds will be the first two series. The bond holder is subject to the alternative minimum tax so those go for a higher amount. Then there are the taxable bonds which go higher still.

Ms. Gittens explained that it is the mix of the bonds, the timing and the financial advisors projections as to what interest rates may be that have caused us to make these projections.

Ms. Gittens explained that there are various conservative to liberal assumptions with the interest rate being one of them and the type of bond being another, and the timing and amount of capitalized interest being others. At this point we are projecting the contingency on the projects themselves.

Commissioner Mattison said that this master resolution really is an authorization to proceed. Staff can still come back and discuss them individually so he doesn't have a problem with it. He said he would like some feedback on the tentative strategy or whether it's appropriate to consider some strategy for capitalizing interest protection.

5. Supplemental Appropriation to Fund 9 Positions Needed for the Implementation of the Airport Master Plan

No. 92-0294

Resolution authorizing the Director of Airports to request from the Mayor and Board of Supervisors a supplemental appropriation for 9 new positions needed to implement the Airport Master Plan.

Mr. Turpen explained that the nine positions will be in the project areas. One will monitor the mitigation program which the Commission recently incorporated into the master plan. Another position will go for financial accounting matters.

Commissioner Brooks asked if the figure was an annual amount.

Ms. Gittens responded that this is from January through June.

6. Approval of Advance Agreement

No. 92-0295 Agreement to advance the City a sum of \$25 million, to be repaid with interest, from future Annual Service Payments.

Commissioner Murphy asked if all the airlines were on board.

Mr. Turpen responded that they were.

Commissioner Murphy said that staff did well.

Mr. Turpen said that it was a team effort. A lot of credit goes to many people in the airline community who understood the situation and wanted to help. The City Attorney's Office, working with a number of other people, created a vehicle with which to accomplish this.

Commissioner Ho asked what interest rate we will be getting.

Ms. Gittens responded that it is the higher of the pool fund rate of our funds or the bond issue rate. The range is between 6-1/2 and 7%.

Commissioner Brooks asked if there have been any major changes in the agreement.

Mr. Turpen responded that the agreement has remained static for the last couple of weeks.

Commissioner Murphy said that a charter amendment has been proposed in Los Angeles which prohibit money from being transferred from the airport to various civic needs unless Federal law is changed.

Mr. Turpen said that the City Charter was changed in 1980. That action paved the way for the management fee which was structured in the current airline lease agreement and resulted in the opportunity before us today. Our activity was grandfathered prior to Federal law.

7. Bid Call - Contract No. 3204
Parking Garage - Replacement of Standby Generator

No. 92-0296

Resolution approving the scope, budget and schedule for Contract 3204 and authorizing the Director of Airports to call for bids when ready.

8. Bid Rejection for Contract No. 3161
International Terminal Upper Level Road Leak Repairs

No. 92-0297

Resolution authorizing rejection of bids for Contract No. 3161 and authorizing the Airport Director to advertise for rebid when ready.

Commissioner Mattison asked why they were so far over. He asked if this project was more complicated.

Mr. Dennis Bouey, Deputy Director for Facilities Operations and Maintenance responded that it is not. The bid that came in was a last minute bid. Staff is assuming that the contractor thought he could steal the bid. He said that this is not in the Airports best interest and recommended rejecting the bid.

* * *

G. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

Item nos. 9 through 13 were adopted unanimously.

9. Award of Contract No. 3017
International Terminal F.I.S. Carpet Replacement and Painting

No. 92-0298

Resolution awarding Contract 3017 to American Contract Interiors, Inc., in the amount of \$81,000.00.

10. Award of Professional Services Contract

No. 92-0299

Award Professional Services Contract to Seton Medical Center to act as the Airport Medical Examiner for an amount of \$160,000.

11. Correction: Handicapped Parking Rates in the Garage

No. 92-0300

Resolution approving correction to the Schedule of Handicapped Parking Rate in the garage.

12. Travel/Training for Fiscal Year 1992/93

No. 92-0301

13. Resolution Ratifying Personnel Actions

No. 92-0302

Resolution, in accordance with the requirements of San Francisco City Charter Section 3.501, ratifying and approving certain personnel actions taken by the Director of Airports.

* * *

H. PUBLIC HEARING:

The public hearing was called to order at 9:33 AM. There being no other speakers the hearing recessed at 9:57 AM until further notice.

14. Public Hearing: Taxi Fee Increase

Proposal to increase the taxi fee from \$1.50 to \$2.50.

Mr. Turpen said that the people who are about to testify are aware of the staff proposal. Since 1977 the exit rate for taxis at the Airport has been \$1.50. That \$1.50 today would be worth \$3.50.

Mr. Phil Sterlin, cab driver, said that he did not feel that the taxi parking increase was valid. The cab drivers get very little or nothing for the \$1.50 they currently pay. The system at the Airport is very disorganized. It took cab drivers over 12 years to get a bathroom.

Commissioner Murphy asked Mr. Sterlin what he thought could be done to make it better.

Mr. Sterlin thought that the fourth floor would be a better location. From there the drivers can see where taxis are needed. He said that there is very little communication between the starters and the Burns guards. The drivers are left waiting in line out on the freeway when there is room for them in the garage. He said that the whole system is poorly planned. If

the drivers could see where taxis are needed they could dispatch themselves. They would also be able to see if the lot is full.

Commissioner Murphy asked if there were any other amenities such as food service.

Mr. Sterlin said that there is a truck that sells food but additional trucks would provide more variety. He did not think it was fair.

Mr. Sterlin said that the drivers need a more organized system so they can get to the customers.

Commissioner Brooks asked if the starters were able to communicate with the drivers.

Mr. Sterlin responded that they use walkie talkies. They communicate with each other but there are a lot of problems, i.e. other drivers sneaking in and picking up passengers. He said that the entire process of getting to the customer is a poorly organized filter system. He does not believe that raising the fee another \$1.00 would make it any more efficient for the customer or cab driver.

Mr. Charles Shepherd, City Cab driver, said that he does not feel that drivers should have to pay more for the service they receive. He said that if a driver gets a couple of shorts to San Bruno or San Mateo the day is about shot. A driver can wait in the lot for two hours, get a fair to San Mateo for \$10.00 or \$12.00 and if traffic is heavy the driver can't even make a short out of it.

Mr. Richmond Loewinsohn, cab driver affiliated with the United Taxicab Workers, said that there are players who specialize in the Airport. He estimated that each driver works a little over 200 shifts per year. The Airport player will go four to six times. Multiplied by 200 it is over \$1,000.00 in income.

Mr. Loewinsohn said that when large conventions come to San Francisco they are transported to and from the Airport by bus and to and from the convention and restaurants by bus.

Mr. Loewinsohn asked that this item be continued in order to give the cab drivers an opportunity to meet with staff.

Mr. Loewinsohn told the Commission that there is a great deal of corruption at the Airport. Drivers pay \$5.00 extra to the starters and get in for free. Starters also get money from limousines and shuttles. Cab drivers have heard starters tell passengers to go to the upper level and take a shuttle. They hold the cab drivers back. He said that starters have the easiest job in the world and they screw it up.

Mr. Loewinsohn asked that the fee be reduced, not raised.

Commissioner Mattison told Mr. Loewinsohn that he was making some serious charges and asked if he was inclined to bring criminal charges. He suggested that Mr. Loewinsohn bring a video camera to the Airport.

Mr. Loewinsohn responded that the United Taxicab Workers need money to monitor what's going on at the Airport and to operate sting operations. He said that the Airport Police are totally corrupt. He said that one starter was fired after the San Francisco Police Department operated a sting operation. He was back four years later.

Commissioner Brooks asked when their last taxi rate increase was.

Mr. Loewinsohn responded that their last increase was recent. They were given two 20% increases in their gates, or cab rental fee. The two 20% increases by his company more than ate the rate increases.

Ms. Shelley Kessler, San Mateo Central Labor Council and Airport Labor Coalition, told the Commission that she was speaking on behalf of the cab drivers. The drivers just learned about this increase in the last week. They would like a continuance in order to meet with staff and determine if there are any other ways to deal with the increases and understand how the money is flowing. She said that they are being hit constantly with different fee increases at various levels. Staff may not be aware of all those increases. The drivers would like the opportunity to work out some of these problems.

Ms. Kessler said that cab drivers provide a valuable service for the Airport and the San Francisco Bay Area. They have been hit very hard lately and they would like to be able to maintain their livelihood. Ms. Kessler noted that Mr. Turpen is always willing to meet with the public on issues affecting them.

Mr. Clifford O'Neil, Coordinator of United Taxicab Workers who are part of Communications Workers of America, reemphasized that for drivers who go through this lot four times a day, this increase will represent a decrease in earnings of \$1,000.00 per year. These drivers work as independent contractors without any benefits. This is a huge increase for them. He asked for the opportunity to sit down with staff and go over the figures. He asked the Commission to reconsider.

Mr. Al Hall said that City Cab received this last Friday. He said that the reason the Commission had speakers this morning was because he got copies out himself. They've had no time to prepare.

Mr. Hall said that the gas fumes in the holding lot has been severe. When they were moved inside they were told it would be on a temporary basis. The cabs were moved from the South Terminal so that it could be expanded. They were told that they would either go back outside or up on the roof so that the gas fumes would not be a problem. That never happened.

Mr. Hall said that it took 12 years to get restroom facilities. For the last three years he has been asking Landside staff, AMPCO management and Mr. Turpen to consider populating the stand at Delta Air Lines with taxis rather than putting a buzzer there. When Delta was in the North Terminal it was one of their busiest airlines. They wondered why they saw such an immediate decline in the amount of taxi traffic. When they did an investigation the first thing they found was that the signage inside the

terminal was incorrectly directing passengers at Delta further down the terminal to the USAir. Landside staff was notified and it was corrected. The drivers feel that if the stand is moved forward slightly and populated with taxis it would provide a line of sight for Delta Air Lines passengers and facilitate their ability to get taxis. It would eliminate the kind of problems to which Mr. Loewinsohn referred. He said that that area is also used to stage limousines.

Mr. Hall said that by having a stand at Delta it would allow a line of sight to the International Terminal as well. He felt that a few simple changes would greatly facilitate the ability of taxis to flow through the Airport without the congestion problems that currently exist

Mr. Hall concluded by saying that the drivers were not given enough time to prepare a response. Finally, the two taxi driver organizations did not receive notice of this item.

Mr. Ed Burke, DeSoto Cab, told the Commission that taxicabs are a great asset to the community. He said that he would like to see these problems resolved. A system must be instituted where cab drivers would self start. He said that there are no starters on hotel stands. The same system should be used at the Airport. It would be in the cab driver's best interest to make it work. If the starters are eliminated it would save the Airport money and there would no longer be a need for a fee increase.

Mr. Burke said that since cab drivers don't have a line of sight they have to depend on the starters. He said that a lot of the starters are fine but there are some who create problems. Stands could be placed in such a way so that the drivers could see all the way around the terminal area.

Mr. Burke said that before they moved into the lower lot they got their tickets upon entering. Now they get them when they exit the lot. That slows down the operation. He encouraged the Commission to allow the drivers to self start.

Mr. Turpen told the Commission that this item is not for action today.

Commissioner Murphy recommended leaving this open and giving it more time.

Commissioner Mattison did not see a need to rush this. As there hasn't been an increase since 1977, we can wait another month or two. He said that some people were more concerned about the impact on the bottom line, although it has been a long time coming. He told Mr. Turpen that whatever insights he can give the Commission on the way the system works, i.e. is it working as intended? Is the quality of what we are providing for the money satisfactory? He said that the assessment would be totally apart from the financial analysis. No one can deny that \$1.00 increase after 15 years is not out of line. It's a question of what it's paying for, is it worth it and are we happy with what we have.

Mr. Turpen said that staff would prepare a briefing memo to provide history going back to the days when cabs were outside adjacent to the South Terminal and then went into the garage.

Commissioner Mattison felt that the rationale of going to a control system is still strong. In virtually any airport across the country you will know the difference between the swarming system, which is total chaos, and a system which really works. Frustration is built into a control system. The only way to alleviate frustration is to try make it as continually responsive and dynamic as possible. It will never be perfect in terms of the quality of facilities, ventilation, toilets, food concessions, timeliness, training and responsiveness of the starters to make it work.

Commissioner Murphy felt it would be helpful to look at what's being done at LAX. He has had long, long waits for cabs there. Although he is not advocating the system, he is more interested in their financial arrangement.

Commissioner Mattison said that the fee is built into the fare. He said he would not advocate it but would be interested in looking at it.

Commissioner Brooks suggested that the air quality issue be researched.

Commissioner Murphy suggested providing free smog control device checks.

Mr. Turpen responded that that was done once and it discovered that 90% of the smog control devices had been disconnected. That launched the Airport in its safety inspection program on taxis, etc.

Commissioner Ho asked for more information on the starter system.

Mr. Turpen said that he would be happy to prepare a report for the Commission on the history, the issues that have surfaced and how they have been responded to over the years. The report will also include the integrity of the system and the taxi fare increases in San Francisco.

Ms. Shelley Kessler asked that in addition to the report that staff set aside some time to meet with taxi cab representatives prior to the next meeting.

Mr. Turpen suggested that interested parties contact Sheldon Fein.

Commissioner Murphy announced that the hearing will remain open until further notice.

* * *

I. NEW BUSINESS:

There was no discussion by the Commission.

* * *

J. CORRESPONDENCE:

There was no discussion by the Commission.

* * *

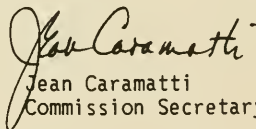
K. CLOSED SESSION:

The Airports Commission will go into closed session in accordance with Government Code Section 54957 to discuss personnel matters.

* * *

L. ADJOURNMENT:

There being no further calendared business before the Commission the meeting adjourned at 9:58 AM in order to go into closed session.


Jean Caramatti
Commission Secretary

SAN FRANCISCO AIRPORTS COMMISSION



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DECEMBER 1, 1992

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PATRICK A. MURPHY
President

J. STANLEY MATTISON
Vice President

L. ANDREW JEANPIERRE

JAMES K. HO

MARIE K. BROOKS

LOUIS A. TURPEN

Director Of Airports

**SAN FRANCISCO INTERNATIONAL AIRPORT
SAN FRANCISCO, CALIFORNIA 94128**

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Airports Commission

December 1, 1992

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Minutes
of the
Airports Commission Meeting

December 1, 1992

A. CALL TO ORDER:

The regular meeting of the Airports Commission was called to order at 9:05 A.M. in Room 282, City Hall, San Francisco, Ca.

* * *

B. ROLL CALL:

Present:

Patrick A. Murphy, President
J. Stanley Mattison, Vice President
L. Andrew Jeanpierre

Marie K. Brooks arrived at 9:07 AM

Absent

James K. Ho

* * *

C. ADOPTION OF MINUTES:

The regular meeting of November 3, 1992 were adopted by order of the Commission President.

No. 92-0303

* * *

D. ANNOUNCEMENT BY SECRETARY:

In accordance with Section 54957.1 of the Brown Act, Jean Caramatti, Commission Secretary announced unanimous adoption of resolution no. 92-0302 affirming the appointment of Mara Rosales-Cordova as Airports General Counsel at the closed session of Nov. 17, 1992.

* * *

E. DIRECTOR'S REPORTS:

1. Administrative Changes Affecting Free Speech Activities

Mr. Lou Turpen, Airport Director said that this issue has been before the Commission on numerous occasions. Mr. Reuben Davis has been before the Commission to express his concerns.

Mr. Turpen said that the Commission has before it some recommended changes to the manner in which the Airport conducts its relationship with persons desiring to use the booths at the Airport.

Commissioner Murphy called on Mr. Kurt Cathy, Japanese-American Daily News reporter. Formerly a tour guide, he said that he interpreted on occasion. He said that during his college years he worked at SFO daily as a tour guide. He is fluent in Japanese and reads and writes the language. He dealt with Japanese tourists on a daily basis at SFO.

Mr. Cathy said that he was in contact with the charities quite a bit from 1987 to 1991 but had not been to SFO for some time. Mr. Reuben Davis called him with his complaints about six weeks ago.

Mr. Cathy said that he began researching the charities. He said that he disagrees with Mr. Davis and does not believe that the charities should be closed down. Of all the charities he approached at the Airport the Sisters of Compassion were very open. They told him everything he wanted to know and followed it up by sending him an information packet and telephoning him.

Mr. Cathy said when he to SFO to investigate the problem he posed as a traveller. He was appalled at the way he was approached. He said that they called to him and showed him a photo of a starving Indian woman. Then he was asked for money. He said that he asked the solicitor, a woman, for a pamphlet so that he could make a wise charitable donation. He wasn't just going to hand over money to someone behind a booth. He wanted to know what the charity was about.

Mr. Cathy said that the solicitor sneared at him and asked for at least \$1.00. The charitable organization in question was Community Relief Services. He noted that the list of charities provided by Mr. Davis said Relife. He did not know if it was a typo or if they were playing games with the name.

Mr. Cathy said that he approached the Bhaktivedanta Fellowship as a news reporter and was snubbed. He then attempted to locate a phone number but the only number he found was a residential listing under Bhaktivedanta, A.C. He called the number and the telephone was answered "B.I." He was told that although it is a residential number, it is the Bhaktivedanta Institute. Mr. Cathy said that he asked the individual if he was associated with the Bhaktivedanta Fellowship but was told that he was not. He was then asked if he would like to make a donation. He replied that he would but would

like to speak with someone in charge of donations. He was given another number to call in San Francisco. That number was for another Bhaktivedanta Institute but he was unable to find anyone responsible for the Bhaktivedanta Fellowship that solicits money at the Airport.

Mr. Cathy understood that the Airport is limited in its ability to research where the money goes after it is donated. All that can be done is to determine if they are an established charity by the State.

Mr. Cathy thought that the recommendations set forth are very good. He asked how the public service announcement would go out.

Mr. Turpen responded that it would probably go over the P.A. system and may be confined to specific areas.

Mr. Cathy thought that was going out of the way to do something about these charities. He questioned whether the charities are bogus. He wondered why they won't speak to him, not as a member of the press but as someone who is genuinely interested. He said that he wouldn't write an article, he just wanted to talk to them.

Mr. Cathy said that from late 1987 to 1991 he was asked a dozen times by Japanese tourists if San Francisco had an airport tax. He told them that SFO did not have a tax. He said that on a couple of occasions tourists told him that they had paid a tax but he never thought anything about it. He was told by Mr. Davis that people are posing as Airport officials and requesting an Airport tax and that passengers are paying it. Mr. Davis has an incident on video tape in which a Japanese girl offers \$1.00 and they ask her \$20.00. She then takes out a traveller's check and signs it.

Mr. Cathy said that these people are being approached by what they believe to be Airport officials asking for an Airport tax. They don't know the difference.

Mr. Cathy asked if they are there for free speech or freedom of religion. He felt that the guidelines differ from what he believed freedom of speech to be.

Ms. Mara Rosales, Airports General Counsel, responded that they are there for freedom of speech.

Mr. Cathy asked if the arguments in the Circuit Court ruling in New York City were based on freedom of speech.

Commissioner Murphy reminded Mr. Cathy of the Commission's three-minute rule. He told Mr. Cathy that he understood the point he was making. He said that Mr. Davis showed him his article.

Commissioner Murphy asked Mr. Davis if he wished to address the Commission.

Mr. Reuben Davis said that yesterday he received a hand delivered

letter from the Airport informing him of the meeting today on free speech. He said that if all the complainants attended this meeting the room would be too small. Candlestick Park would be needed.

Mr. Davis said that Mr. Turpen told him yesterday that persons must be licensed for free speech at SFO. He thought that free speech was readily available to everyone in American under the Constitution. He thought that Mr. Turpen was trying to imply that a license was required for freedom of speech on religious grounds.

Mr. Davis said that Jim and Tammy Bakker, Jimmy Swaggart and other evangelists were given the freedom of speech to preach their religious beliefs. But this occurred in a religious facility or on television. He said that he did not know of a single preacher who wanted to use an airport as a forum to preach their religion. In June 1992 the Supreme Court determined that an airport is not intended for that purpose. He said that Mr. Turpen obviously disagrees with that determination.

Mr. Davis invited the Commission to view his video tape which depicts the true purpose of individuals occupying the free speech booths. He said that it is well worth noting that not a single notice referring to any religion is displayed by the solicitors.

Mr. Davis agrees that every person has the right to speak about their religious beliefs but he strongly disapproves of the Airport being used as a forum for solicitation. He agreed with the determination of the Supreme Court. He said that in all fairness he felt that the Airports Commission should ask Ron Wilson, an Airport official who is in the forefront of this matter. He said that Mr. Wilson is well respected and held in high esteem by all personnel and authoritative bodies using the Airport. He said that Mr. Wilson told him that he had numerous complaints from passengers and Airport personnel about being harassed and solicited for money at the Airport. Mr. Davis said that Mr. Wilson told him that in view of the amount of complaints he has received he would be very surprised to see them still soliciting at the Airport after Christmas.

Mr. Davis said that these people have a million dollar, all cash, tax free business. He does not understand why the Director allows these activities to continue.

Mr. Davis referred to paragraphs 1 and 3 of the recommendation prepared by Mara Rosales. The changes the Director recommends will make it absolutely clear that soliciting for money and pamphletting is in no way endorsed by authorities. He argued that issuing a license for the purpose of soliciting passengers is contradictory to her recommendations. He said that the solution is simple - stop issuing licenses because they are an endorsement for these people.

Commissioner Murphy asked in what languages the signage in the booths would appear. He assumed it would appear in languages additional to English.

Mr. Turpen responded that it appears in additional languages now. A disclaimer is currently being reviewed.

Commissioner Jeanpierre asked if the Port has similar situations.

Ms. Rosales responded that she was not sure.

Commissioner Murphy felt that Mr. Davis was right. This is just a fundraising activity and most of these people are not legitimate. Perhaps one or two of them are.

Commissioner Mattison asked about the scope of the Airport's authority regarding licensing and the need to accede to the presence of these people at the Airport. He felt that if they are going to be there it's better to have some control than to have them free ranging over the entire facility.

Ms. Rosales responded that she would prefer to set forth the authority in an attorney-client communication. This goes beyond this First Amendment case that has been referred to. Essentially the scope of the Commission's authority under the Free Speech clauses of the California Constitution are interpreted differently by the California Courts. Since we are a government body in California we have to comply not only with the Federal standard but with the State standard as well. The State standard is stricter.

Commissioner Mattison asked what authority the Airport has to eject people who leave the booth or don't enter it and solicit money.

Ms. Rosales responded that the Commission has adopted Rules and Regulations that state that all solicitation activities are confined to the booths. That authority is pursuant to our interpretation of the First Amendment clause and the Free Speech clause of the California Constitution ... i.e., reasonable time, place and manner restrictions on the manner in which solicitations occur at the Airport. So, the Airport can confine solicitation activities to booths.

Commissioner Mattison assumed that the best judgment is that it can not be prohibited altogether at this point.

Ms. Rosales responded that she would rather respond in a confidential communication, but her view is that it would be difficult to prohibit it altogether under the current California law.

Commissioner Mattison said that the Commission would like to be as informed as possible on that particular issue.

Commissioner Mattison felt that the signage needs to be more overt and multi-lingual. The disclaimer should be more forthcoming and obvious so that it is hard to avoid. He felt that the public service announcement being proposed should also be in writing and made a part of the disclaimer associated with the booth physically. He was not

persuaded that the public service announcement over the P.A. is an effective move. Rather, it is just one more assault in the din that goes on at the Airport. He felt that 80 or 90% of the people at the Airport do not even know the booths exist. Nothing will be served by subjecting the entire Airport to an on-going public announcement.

Commissioner Murphy asked if it would be possible to target those announcements to the International arrivals area.

Commissioner Mattison suggested putting it in a speaker system to be located near the booths so that it is heard in the vicinity of the booths but not all over the Airport.

Mr. Turpen responded that it can be segmented.

Commissioner Murphy agreed that he did not want to add to the list of announcements made Airport-wide. Passengers should be told as they enter the International arrivals area. He noted that departure taxes are collected over most of Asia.

Commissioner Mattison said that it would be more straightforward if JAL and all other airlines provided information on what passengers are about to confront. That would have his blessing.

Commissioner Mattison asked if the location in the International Terminal is pretty much where it needs to be.

Mr. Turpen responded that that subject has been addressed rather exhaustively and has resulted in the existing location.

Commissioner Murphy said that if there is a right to regulate there is a reasonableness requirement in that right.

Commissioner Jeanpierre asked if the airlines could make announcements as their passengers enter the Airport.

Commissioner Murphy felt that it would help tremendously if the booth looked very commercial and unlike an official part of the Airport.

Commissioner Murphy asked that this be calendared as a formal item at the next meeting. He would like something done before Christmas.

* * *

F. ITEMS INITIATED BY COMMISSIONERS:

There were no items initiated by Commissioners.

* * *

G. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:

Item no. 2 was adopted unanimously.

2. Award of Boarding Area "E" Principal Concession Retail Lease

No. 92-0304

Resolution awarding the Boarding Area "E" Principal Concession Retail Lease to the DELSTAR Group.

Commissioner Murphy asked about the term of the lease.

Ms. Angela Gittens, Deputy Director for Business and Finance, responded that it is a five year term without option.

Mr. Turpen added that five years is standard. He said that at one time the Commission liked options.

Item no. 3 was adopted unanimously as amended.

3. Funding Match Sought for Caltrain - SFO Shuttle

No. 92-0305

The Airport would contribute 80% of the operational cost estimated at \$223,200. annually for the on-Airport portion of the service and would promote the service through the media and Airport tenants. The other 20% of operational costs for the off-Airport portion of the route would be sought from either SamTrans' shuttle fund program or from the Bay Area Air Quality Management District (BAAQMD) under AB 434 funds, California Clean Air legislation.

Commissioner Brooks asked how many passengers would use this.

Mr. Turpen responded that he did not believe it was designed as much for passengers as for employees. He did not know how many employees would use it.

Mr. Turpen said that there is no way to get to SFO today other than by a rubber tired vehicle ... bus, car, van. About 18 months ago it occurred to staff that if the Airport could provide a link between CalTrain in Millbrae we might be able to enduce the 60 to 70% of Airport employees living in Santa Clara and San Mateo Counties to take CalTrain and ride the Airport free shuttle.

Mr. Turpen said that CalTrain agreed to extend their zone fee beyond Burlingame to Millbrae. The Airport took a look at running a shuttle that would meet every CalTrain arrival in Millbrae so that there would

be no wait for Airport employees, particularly during off hours. Employees will take the shuttle from Millbrae station onto Airport property, along the frontage road through the terminals, out to the United Maintenance Base and back.

Mr. Turpen said that we couldn't get anyone outside of SFO to fund the program. The funding impediment is what caused the delay in implementing this program. The Airport can spend money on Airport but we do not have the ability to spend money off Airport for this type of activity. The funding match, where the Airport will pay for the portion conducted on Airport, has been ruled to be permissible.

Mr. Turpen said that there will be a major marketing effort through the airlines to the 31,000 employees.

Mr. Sheldon Fein, Landside Operations, said that a survey was conducted a year and a half ago but he did not remember what the numbers were. He said that people tend to tell you that they will use the service, but when it is implemented they may not.

Mr. Turpen said that it will be abandoned if it proves not to be worthwhile.

Commissioner Murphy said that it is a worthwhile experiment. This, in essence, is what Dr. Cross has been talking about.

Mr. Turpen said that Dr. Cross was quite excited about the proposal.

Commissioner Mattison noted that the resolution simply seeks funds. It is not an authorization to move ahead with a one-year pilot.

Mr. Turpen said that the resolution can be amended to reflect the pilot program concept. If the program is successful staff will return to the Commission after the one year. He said that the funding will come before the Commission as part of the annual budget appropriation. He would be happy to amend the resolution to indicate a one-year test from inception with a report back to the Commission.

Item no. 4 was adopted unanimously.

4. Request for Proposals for Media Campaign to Promote Ground Transportation Services

No. 92-0306

Resolution authorizing Airport staff to hold a Pre-Proposal Conference to contract for media services to promote Airport Ground Transportation services. An annual budget of \$200,000 has been established to promote Ground Transportation services.

H. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

Item nos. 5 through 9 were adopted unanimously.

5. Modification No. 9 of Agreement with Hanson, Bridget, Marcus, Vlahos and Rudy

No. 92-0307

Resolution approving Mod. No. 9 of Agreement with the law firm of Hanson, Bridgett, et al. to increase funding by the sum of \$300,000. and to require compliance with the provision of the City's MBE/WBE/LBE Local Business Utilization Ordinance relating to the award of legal services contracts.

6. Authorization to Issue Request for Proposals - Agreement for Operator-Assisted Long Distance Service from Public Pay Telephones

No. 92-0308

Resolution authorizing staff to issue a Request for Proposals for the Operator-Assisted Long Distance Service from Public Pay Telephones Agreement.

Commissioner Mattison asked how this linked to the action the Commission recently took related to all of the public telephones.

Ms. Gittens responded that this would be the default carrier for the payphones.

7. Thomas Cook Foreign Currency Services, Inc. - Modification of Lease

No. 92-0309

Resolution modifying Lease No. 88-0053 to add Thomas Cook's newly constructed booth and delete its old booth.

8. Declaration of Emergency - Contract No. 3203 International Terminal Emergency Roof Repair Evaluation

No. 92-0310

Resolution ratifying Declaration of Emergency by the Commission President and authorizing the necessary immediate evaluation of the Terminal roof and ceiling.

9. Declaration of Emergency - Contract No. 3201
Emergency Repairs, Power Distribution System, Plot 7 and Vicinity

No. 92-0311

Resolution ratifying Declaration of
Emergency by the President of the
Commission and authorizing emergency
repairs of the power distribution
system at Plot 7 and vicinity.

* * *

I. NEW BUSINESS:

Mr. Richard Pohl and Mr. Richard Soenksen of Quake City Shuttle addressed the Commission.

Mr. Pohl said that he sent correspondence to the Commission several weeks ago requesting permission to operate more vehicles.

Commissioner Mattison asked if he was requesting relief from the moratorium currently in effect pending the re-bid.

Mr. Pohl said that he was. He said that a lot of the arguments proposed by staff were not relevant. The vehicles are controlled at the curb. It does not make any difference on congestion whether or not additional vehicles are operated.

Commissioner Murphy asked Mr. Pohl why more vehicles wouldn't cause congestion.

Mr. Soenksen responded that the point in having more vehicles is to serve people who want to get to SFO but are currently being turned down. He said that the Airport regulates the vans at the terminals through rotations. Quake City will not be able to bring any more vans to the terminal through rotation. They will simply be dropping people off.

Commissioner Murphy asked if the vans were going back into the City empty.

Mr. Soenksen responded that they will go back to the holding lot to wait their turn to return to the terminal. He said that Landside has offered them lower level permits which will allow them to operate more vans on the lower levels. These vans are only allowed to operate requests and hotels around Union Square. That is not what their business is based on. Their business is based on serving San Francisco neighborhoods. If these vans are tied up doing hotel runs and requests from the lower level they will not be available to serve the neighborhoods.

Commissioner Brooks noted that Mr. Pohl's letter mentioned the problem of vans being out of service. She asked if vans could be pulled from the lower level and used for upper level service.

Mr. Fein responded that the companies have a number of vans that are authorized to operate. Those numbers take into account out of service vans. When Quake City said they did not have business from the Airport to the City but had a lot of reservations from the City to the Airport, staff told them that they would be given a different type of permit than they have. That permit will allow them to bring in additional vehicles. On leaving the Airport, however, they would only be able to handle those passengers that had prearranged reservations. In that way they would not interfere with the balance of the 23 companies operating upstairs.

Mr. Fein said that there are many companies who have requested to operate upstairs. Some vehicles have up to a two hour wait in staging areas. He said that Mr. Pohl was told that he will be given a permit to bring passengers from the neighborhoods and return with only those passengers that had prearranged reservations.

Commissioner Mattison asked Mr. Pohl if he would still keep the same number of permits that he currently has for the upper level.

Mr. Fein said that that would remain the same.

Mr. Fein said that there are over 300 vehicles and staff believes that half that number is needed. The vehicles seat eight people yet they are leaving the Airport with one or two passengers on average. They are in the staging area for two hours at a time. The staging area only holds 40 vehicles so at times the lot overflows.

Mr. Fein said that his office continues to receive requests for more vehicles on the theory that the more vans there are the more times a company will fall into rotation and the more passengers a company will pick up. He said that there are a couple of times a month when they have more people than they can handle with their existing vehicles. This is not any everyday occurrence. He feels that staff has provided an alternative way of handling those people.

Mr. Pohl said that when he drives he does not spend very much time in the staging area. Quite often they have to pass on their rotation because they do not have a van available. As for the vans leaving empty, he did not believe that to be the case. He said that the past weekend was high volume with lines of people waiting and no vans available. He did not believe that cutting the number of vans in half would solve the problem. They have not built up a clientele that recognizes their vans. He said that because they have a large number of people coming from San Francisco, the vans would drop off passengers but would more than likely return to the City with fewer people than if they had a chance in the rotation.

Mr. Pohl said that they are a small company and they survive partially on the number of people they have coming from SFO. He felt that trying to operate two different services within their small company would not be feasible.

Commissioner Mattison said that in light of the overabundance of vans he asked Mr. Pohl if the proposal made to him was forthcoming. He noted that

the request for additional vehicles was primarily driven by Mr. Pohl's reservation business originating in the City. It is difficult for the Commission to get enthusiastic about Mr. Pohl's request that those same vehicles be moved into a pool that is already delicately balanced.

Mr. Pohl said that those vans would only be used during peak periods. He thought that the lower level was more congested than the upper level.

Mr. Soenksen said that he attended the pre-bid conference two weeks ago. He said that there was some opposition to this proposed process. There are issues that need to be worked out. He said he would be very surprised if the schedule anticipated for this operation was met. The initial proposal was supposed to be released within 60 days of the Director's letter, and it took eight months. He said that they are locked into this position until this process works itself out. They are simply asking to be allowed to increase their business and make some money until this process changes.

Commissioner Murphy asked why they were different from the other companies.

Mr. Soenksen said that they are a small company. The proposal requires two carriers. If they are going to be a player they must increase their fleet, their services and their ability to participate in this proposal.

Commissioner Mattison suggested that they need to forge some strategic alliances, which is something the Commission suggested some time ago. He suggested that Mr. Pohl may not want to add as many vehicles as he looks around for any likely merge or joint venture partners.

Mr. Soenksen said that the market place would determine this. Given that they are a four van company they have a small share of it. They do a good business. They have had no complaints from their customers or the PUC. They simply want a fair chance to take part in the business at the Airport.

Commissioner Mattison said that the Airport is ready to treat them equally with the other van companies having those similar characteristics and track record.

Mr. Soenksen said that the Airport has a process by which it evaluates whether a company needs more vans or not. The Airport has seen the number of reservations Quake City has had to turn away.

Commissioner Mattison said that while Quake City may not be completely happy with the response, staff heard their comments and responded to the problem.

Commissioner Brooks said that they have been issued permits for the lower level so service could be provided to people in the City.

Mr. Pohl said that economically it is one way service. It doesn't pay.

* * *

J. CORRESPONDENCE:

There was no discussion by the Commission.

* * *


K. CLOSED SESSION:

The Airports Commission will go into closed session in accordance with Government Code Section 54956.9(b)(1) to discuss potential litigation.

* * *

L. ADJOURNMENT:

There being no further calendared business before the Commission the meeting adjourned at 9:50 AM.


Jean Caramatti
Commission Secretary

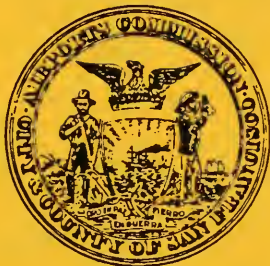
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MINUTES

DECEMBER 15, 1992

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COMMISSIONERS

PATRICK A. MURPHY
President

J. STANLEY MATTISON
Vice President

L. ANDREW JEANPIERRE

JAMES K. HO

MARIE K. BROOKS

LOUIS A. TURPEN

Director Of Airports

SAN FRANCISCO INTERNATIONAL AIRPORT
SAN FRANCISCO, CALIFORNIA 94128

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of the Minutes
Airports Commission

December 15, 1992

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Minutes
of the
Airports Commission Meeting

December 15, 1992

A. CALL TO ORDER:

The regular meeting of the Airports Commission was called to order at 9:02 A.M. in Room 282, City Hall, San Francisco, Ca.

* * *

B. ROLL CALL:

Present: Patrick A. Murphy, President
J. Stanley Mattison, Vice President
Marie K. Brooks

Absent: L. Andrew Jeanpierre
James K. Ho

* * *

C. ADOPTION OF MINUTES:

The minutes of the regular meeting of November 17, 1992 were adopted by order of the Commission President.

No. 92-0312

* * *

D. ITEMS INITIATED BY COMMISSIONERS:

There were no items initiated by Commissioners.

* * *

E. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:

Item no. 1 was put over to the end of the calendar.

1. Free Speech Activities

Resolution endorsing administrative changes regarding color and signage of free speech booths, the use of SFIA's name during solicitation activities and adding a public service announcement stating the Airport does not endorse solicitation activities.

Item nos. 2 through 7 were adopted unanimously.

2. \$25 Million Supplemental Reappropriation Request

No. 92-0314

Supplemental reappropriation of \$25 million from capital project funds to be used as advance to City.

Ms. Angela Gittens, Deputy Director for Business and Finance explained that this item is the technical appropriation that gives rise to the advance of the \$25-million in annual service payment to the City. The Board of Supervisors approved the agreement last week.

Commissioner Mattison asked if the inclusion of the reserve item is also part of the Supervisor's vote or does it have to go back to them for release.

Ms. Gittens said that she did not believe so.

Commissioner Mattison said that it could be included or amended later should the Board need to take additional action to release the funds.

Ms. Gittens said that it won't require action by the Commission but it does have to go to Finance. We will know by then if the Board needs to take additional action to release the funds. If so, we will have them do that at the same time.

3. \$630,220 Supplemental Appropriation for Access Control/Security

No. 92-0315

Supplemental appropriation to fund twenty-seven new security related positions in the Airport's Operations Division.

Ms. Gittens explained that this is a \$1.2-million annual item. These positions have been funded for the last couple of years by borrowing police positions. Now that the examination process for police officer will soon be completed the police positions must be freed up. These people must have positions of their own in the budget process.

Commissioner Mattison asked how many of these positions have we been staffing.

Ms. Gittens responded that she believed that all of them have been filled.

Commissioner Murphy understood from the memo that this is a mandatory step under FAA security regulations.

4. Supplemental Appropriation of Capital Project Funds

No. 92-0316 Supplemental appropriation of FY1991/92 interest earned on capital project funds, and earthquake and fuel spill reimbursements.

Ms. Gittens explained that this is the Airport's annual supplemental appropriation for purposes of undertaking capital projects. The Lease and Use Agreement, as well as the Charter require that we go through this step.

5. Award of Contract No. 3187
Emergency Pavement Repair - 1992-93

No. 92-0317 Resolution awarding Contract 3187, Emergency Pavement Repair - 1992-93 to Inter-Coastal, a Joint Venture, in the amount of \$334,600.00.

Commissioner Murphy said that he thought that O'Grady Paving was a minority enterprise.

Mr. Dennis Bouey, Deputy Director for Facilities Operations & Maintenance responded that they are a registered minority enterprise but not a certified minority enterprise as they are located outside of San Francisco. If they were located in San Francisco they would be a certified minority as long as their construction company did not exceed a certain dollar amount in revenues.

Commissioner Murphy asked if they exceeded the dollar amount.

Mr. Bouey responded that some years they do and some years they don't.

6. Limousine Customer Waiting Lounge - South Terminal

No. 92-0318 Resolution approving design and cost reimbursement for two Limousine Waiting Lounges in the South Terminal.

Commissioner Brooks asked if this is separate from the taxi drivers.

Ms. Gittens responded that it is. This is inside the terminals. It was incorporated as an option to the operating agreement for the limousine provider.

Commissioner Mattison asked if this was a waiting lounge for pre-booked passengers.

Ms. Gittens responded that it can be used for pre-booked but it is actually designed for walk-up customers to sit and wait while the limousine is called. Staff hopes that it will help prevent soliciting or at least help control it.

Item no. 7 was put over to the end of the calendar.

7. Authorize Director of Airports to Execute a Personal Services Contract for the Provision of Airport Issues Advocacy in the State Legislature

* * *

F. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

Item nos. 8 through 14 were adopted unanimously.

8. Extension of the Lease for Plot 1H to United Air Lines, Inc.

No. 92-0320	Extend the term of the Lease for Plot 1H until December 31, 1994.
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9. Professional CAD Conversion Services

No. 92-0321	Resolution authorizing solicitation of proposals to update terminal building "as-built" drawings and conversion to CAD for the Geographical Information Systems.
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Commissioner Mattison asked for a status report.

Mr. Bouey said that this is an on-going effort with regard to the Geographic Information System (GIS). Aerial typography was performed last year. All of the utility systems on Airport have been digitized input into the GIS. We are now ready to put the buildings into the system and will begin with the terminals.

Mr. Bouey said that the purpose of the contract is to verify the accuracy of the "as-builts" that are on paper. That information will then be converted into Auto CAD 12 and input into the GIS.

Commissioner Mattison asked if any of the software we are working toward will enhance our security monitoring capability or emergency response capability in the future.

Mr. Bouey said that it will. There are several features that can be built into the system ... security, fire alarms, hazardous waste, etc. He said the Fire Department will be provided with a personal computer. That computer will locate the standpipe, the nearest entrance to the fire, and the location of hazardous materials, if any.

10. Reimbursement of Moving Costs for Department of Agriculture
Inspection Station

No. 92-0322

11. Contract No. 3200 - Budget Increase
Emergency Environmental Services at Road 18 & Road 9

No. 92-0323

Resolution approving a budget increase from \$150,000.00 to \$500,000.00 for Contract 3200, Emergency Environmental Services at Road 18 & Road 9.

12. Declaration of Emergency Contract No. 3194
Waste Water Treatment Plant - Emergency Water Main Repairs

No. 92-0324

Resolution ratifying the action of the Commission President in declaring the Emergency (Water Main Break at Waste Treatment Plant) and authorizing the necessary repair.

13. Reject All Bids - Contract No. 3069B
Garage Waterproofing Repair - Expansion Joint

No. 92-0325

Resolution rejecting all bids of Contract 3069B, Garage Waterproofing Repair, Expansion Joint.

14. Resolution Ratifying Personnel Actions

No. 92-0326

Resolution, in accordance with the requirements of San Francisco City

Charter Section 3.501, ratifying and approving certain personnel actions taken by the Director of Airports.

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The Commission recessed its meeting at 9:12 AM and reconvened at 9:23 AM.

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E. ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:

Item no. 1 was adopted unanimously.

1. Free Speech Activities

No. 92-0313

Resolution endorsing administrative changes regarding color and signage of free speech booths, the use of SFIA's name during solicitation activities and adding a public service announcement stating the Airport does not endorse solicitation activities.

Mr. Lou Turpen, Airport Director said that at the last meeting the Commission directed staff to return with a resolution implementing the outlined procedures which were contained in a Director's Report. They are contained on page 2 of the resolution, enumerated as numbers 1 through 5. This resolution faithfully captures the intent of the Director's Report and the Commission's desires in this matter.

Commissioner Murphy asked Mr. William Suczek if he wished to address the Commission. He directed Mr. Suczek's attention to the Commission's three-minute rule.

Mr. William Suczek, Bhaktivedanta Fellowship of San Francisco, said that he has been a member of the International Society of Christian Consciousness for about 18 years and has participated in free speech activities in many airports. He is familiar with the situations in different airports and the types of things that take place during free speech activities.

Mr. Suczek said that he wasn't at the last meeting but read some of the minutes. He wanted to provide a balance to show that they are very concerned about what takes place in free speech booths. He believed that more open communication regarding complaints would be helpful. Possibly some sort of liaison system would be beneficial.

Mr. Suczek said that most of the groups working in the Airport booth

would like it if the people who caused the complaints were eliminated. If a written complaint is received or called in it would be helpful if it is brought to someone's attention immediately so it could be dealt with. The groups could get together and deal with the situation.

Mr. Suczek pointed out that not everyone in the booths collect money. They also distribute their books. Some of their hardback books would retail for \$20.00. He said that propagating their literature is part of their religion. Everyone receives a book, whether they give a donation or not.

Mr. Suczek said that they want a complaint-free environment at the Airport.

Commissioner Brooks asked Mr. Suczek about the name of his group.

Mr. Suczek said that A.C. Bhaktiventa Swami was the founder of the Hari Krishna movement.

Commissioner Brooks asked what other airports his group used.

Mr. Suczek responded that they are in Denver Airport and LAX. They have been in Chicago. He said that it is hard to tell exactly every airport they are currently in.

Commissioner Brooks asked why they specifically choose airports.

Mr. Suczek responded that airports offer a diverse population. They meet people who are doctors, lawyers, international business people and a wide range of travelers. It is one of the most diverse public forums available now. Parks, which used to be considered public forums, don't provide a diverse group. They have found that airports are excellent places to disseminate their ideas.

Commissioner Murphy asked about BART stations.

Mr. Suczek responded that BART stations have been used but the traffic flow is different. Other public forums have been exhaustively looked at over the years.

Commissioner Murphy asked Mr. Suczek if he had any objections to the proposed resolution.

Mr. Suczek said that while he thought it was a good idea for people to know what the booth is, he felt that announcements have a tendency to exacerbate the situation in an airport. Announcements go off on a regular basis and an atmosphere can be created where people feel that they are not meant to be there. He agreed that a disclaimer is needed because they are not part of the Airport. At the same time he feared going too far the other way and giving people get the impression that occupants of the booth are doing something wrong. Disclaimers can be misinterpreted. He felt that could cause more complaints. It has to be balanced.

Mr. Franklin Ward, representing the World Friendship Society, was present to respond to a recent article that accused them of "bamboozling" Japanese tourists out of their money. He said that they don't do that. His organization helps hungry people by distributing food. They distributed food on Thanksgiving and they are currently raising money to distribute 2,500 food baskets during the Christmas holidays. They also help the homeless to get off the streets. They also provide the homeless with medical and psychological referrals.

Mr. Ward said that they ask for contributions but if someone chooses not to give, that's fine. They are in booths, not walking around harrassing people. He said that in the past there have been bad people doing bad things in the booths but they are gone now.

Commissioner Murphy asked how that happened.

Mr. Ward said that the groups came together and stood against them. He said that bad people effect everyone. They prefer to be on their best behavior.

Mr. Ward said that a recent court ruling eliminated activities in other airports. They very much want to stay at SFO and continue their activities. They don't want to do anything wrong so they watch other individuals and groups to make sure that there activities are positive and that they do not harrass people or beg for money.

Commissioner Mattison asked how he determines the appropriate type of activity and communication and how are people who man the booth are trained.

Mr. Ward responded that the nature of the organization and what it stands for is explained. Trainees are simply asked to state the truth about the organization and request donations. He said that they have had people in the booth claiming to be raising money for orphanages and foster homes. That is not true. They get rid of those people as lies defame them all. He said that they have also had people collect an airport tax. They get rid of them as well.

Commissioner Murphy asked how they get rid of those people.

Mr. Ward responded that their paper and permit are taken and they are fired. If they continue to operate, they are arrested. He said that they have had several people arrested.

Commissioner Murphy said that he noticed someone wearing a very prominent badge that said "staff" on it. He asked if that was someone from his organization.

Mr. Ward said that it is not. He thought it might have been someone from Kojik Outreach. Everyone in his organization must wear a photo I.D.

Commissioner Mattison asked if the people who work in the booths are organized in any way at all. Is there some sort of executive council that sets standards for behavior in the booth, training, enforcement and monitoring.

Mr. Ward responded that they have airport solicitation rules by which solicitors must abide. Mr. Ward said that he has written many of them himself and could provide a copy to the Commission if it wished.

Commissioner Murphy assumed from Mr. Ward's comments that he was not opposing the proposal.

Mr. Ward responded that he was not. His organization does not see anything wrong in helping hungry people.

Commissioner Murphy responded that neither did the Commission.

Commissioner Mattison agreed. He said that they are dealing with the problem of the color of authority. Many people who come to the Airport have no way of understanding that this booth doesn't serve some official function. The Commission will not tolerate people passing themselves off as official representatives of the City or the Airport.

Commissioner Mattison said that the Commission is trying to eliminate any potential sense of endorsement. The Commission doesn't know where they will take this but will watch it very closely. While there are many people who fend for themselves, there are also many people who are apt to be taken in by a line that is not credible to the Commission.

Mr. Ward said this month he fired a couple of people and last month he fired four people. He said that he doesn't want people who don't do the right thing or tell the truth. All the groups stand against people like that. One bad person gives everyone a bad name.

Commissioner Brooks asked if his group handed out brochures.

Mr. Ward responded that they give out fliers.

Commissioner Brooks asked if they were registered with the Better Business Bureau.

Mr. Ward responded that he was not sure. He said that they are a non-profit, tax-exempt organization. They have a tax I.D. number and it is given to anyone who asks for it. Anyone making a donation is offered a receipt. Some accept it, some refuse.

Mr. David Leiberman said that he is an attorney representing Krishna organizations all over the country dealing with public places such as airports. He said that he was involved in the case that was recently decided out of New York in the United States Supreme Court. Over the last ten years he has been involved in a number of other airport cases around the country.

Mr. Leiberman said that he represents the Bhaktivedanta Fellowship, a Krishna-conscious affiliated organization in San Francisco. Sometimes they incorporate under a variation of the main trademark, the International Society of Krishna Consciousness. They are ecclesiastically affiliated in good standing. He also represents the Church of God in Christ.

Mr. Leiberman said that he is not unfamiliar with SFO lawyers. Several years ago, when the booths were first instituted, he was involved in negotiations with Mr. Garibaldi. He said that at that time a time-motion study was conducted to analyze pedestrian traffic flow in various Airport thoroughfares. He had numerous negotiations with Mr. Garibaldi regarding the number and location of the booths. His clients chose not to pursue that because of the small number of Krishna devotees who were actually interested in using the Airport as a place to exercise their Constitutional rights at that time. He said that the existing facility was adequate.

Mr. Leiberman said that he has been in contact with Craig McCabe throughout this process. He said that his clients have not expressed any opposition to the proposal. Many other airports have seen what they can do, and, in some cases felt obligated to do something in the aftermath of the Supreme Court decision. In California, as noted in the resolution, the State Constitution has an equivalent free speech clause that has been construed by the California Supreme Court and other California Appellate courts to be more encompassing than the Federal Constitution. Therefore, not only San Francisco but LAX as well have made a decision that a total exclusion would be inappropriate under the State Constitution, regardless of the decision in Lee, which remains ambiguous and uncertain.

Commissioner Murphy assumed that if it is determined that solicitation is interfering with the business at the Airport than the Airport can comply with the dictates of the State Constitution.

Mr. Leiberman said that that is the test in California. He said that California requires that there be an affirmative showing that these activities are incompatible. Most of the decisions in California have upheld free speech rights in various kinds of public facilities.

Commissioner Murphy asked if that included facilities that conduct a business.

Mr. Leiberman said yes. He said that Anaheim Convention Center, Anaheim Stadium, and the interior lobby area of Lawrence Liverman Laboratories were held to be public forums for free speech rights. Under Lee there are no restrictions placed on the distribution of literature or talking to people. He said that it is his opinion that a solicitor at the Airport would have the right to roam and speak to people, and hand out literature. The only thing that could be restricted to a booth would be the exchange of money.

Mr. Leiberman added that these were his own personal comments. His

clients are satisfied with the present arrangement. They want to cooperate. They are not hiding any of their activities. They are here today to let the Commission know that they are bona fide legitimate activities. He said that it was his understanding that the resolution provides an outline but does not fill in the details.

Mr. Leiberman said that he would make himself available to consult with staff. He suggested that signage and announcements must be neutral.

Commissioner Murphy asked why.

Mr. Leiberman responded that he did not believe that government had any right or business to take a stand for or against a subject matter or content of speech. Government can regulate but must remain neutral.

Commissioner Murphy asked if this wasn't commercial speech.

Mr. Leiberman responded that it is not commercial speech.

Commissioner Murphy argued that they are raising money.

Mr. Leiberman responded that money has been fully recognized by both the State and Federal Courts to be a fully protected form of political, charitable, religious expression. He said that he has supplied Mr. McCabe with certain authorities.

Commissioner Murphy asked what about wearing a badge that said staff in big letters.

Mr. Leiberman said that he does not know who that person was or to what organization he belonged but he guessed that that would not be protected by the First Amendment.

Commissioner Murphy asked if wearing a picture I.D. that looks remarkably like the Airport I.Ds. could be regulated.

Mr. Leiberman said that it could. He suggested that when the Airport makes an announcement or installs a sign it should be neutral. It should not be hostile.

Commissioner Murphy suggested that hostile would be a sign reading "Don't Give." A neutral sign would read "Not Authorized by the Airport." That is, in essence, what Mr. Turpen has proposed.

Commissioner Mattison added that neutral would also mean that the public is not obligated to pay money to a person in the booth. He did not understand the notion of just saying that this activity is not endorsed. It's not really a question of endorsement, it's a question of infringement. The Airport is not trying to be hostile to anything that is stood for on principle by organizations in the booth or take a position one way or another. The Airport is just trying to inform

the public that they are not obligated to give money to people in the booth. There is a range of neutrality.

Mr. Leiberman said that that is exactly what he is saying. He has seen signs and heard announcements in airports that were hostile and could not be interpreted in any way other than to discourage people from contributing to an otherwise bona fide or legitimate charitable, religious or political organization. He said that without seeing something in writing he could not say whether it was on one side of the line or the other.

Mr. Leiberman said that he was very interested in remaining in contact with staff as this process continues so that his clients can voice any concerns they may have and work them out. They don't want to get into a confrontation.

Commissioner Mattison said that his advice for the best chance for success is for the organizations to aggressively police themselves. He said that the Airports efforts are to strip away any color of authority. Whenever staff sees something like a badge or something that looks like improper communication of authority, the Airport will go the other way.

Mr. Leiberman said that he did not know about the last meeting and had short notice of this one. He said that he would like to work with staff on I.D. badges, a registration system, policing the Airport and creating a liaison. He knew that airports did not like to regulate First Amendment activities. Notwithstanding the recent Supreme Court opinion, airports have become important forums for the exchange of ideas.

Commissioner Murphy said that defrauding Airport patrons is a concern of the Commission. The discussion this morning indicated that that is going on.

Mr. Leiberman said that he has not seen any complaints. He would be glad to see any complaints on behalf of the organizations he represents and he will act on them.

Commissioner Mattison said that it is really more observation. We are dealing with a very large preponderance of the traveling public that we will never see again. We will not see the passenger who has just gotten off a 15 hour flight or one who is about to board take the time to carefully write his or her complaint in English and determine where to deliver it.

Mr. Leiberman said that it just has to be documented.

Commissioner Murphy said that his point is that the neutrality of which he speaks has to be demonstrated on both sides. People wear badges that look remarkably like Airport employee badges. They wear badges that say staff. He said that he is not a First Amendment lawyer but he believes he knows fraud when he sees it.

Mr. Leiberman said that since everyone has to wear an I.D. badge, perhaps the Airport should approve them.

Commissioner Mattison felt that the existence of the I.D. badge was part of the problem. Anything that looks official is part of the problem.

Mr. Leiberman suggested coming up with an I.D. that looks unofficial yet identifies the person and organization, not only in an attempt to protect against fraud, misrepresentation and harrassment, but so donors know that they are giving to a bona fide organization. He was certain that these details could be worked out. As for the problems of fraud and misrepresentation, there are laws prohibiting these activities. He suggested that a couple of prosecutions will get the message across. Fraud and misrepresentation are not protected by any aspect of the First Amendment.

Commissioner Murphy asked if his clients would sign a complaint if he or she sees these activities going on.

Mr. Leiberman said that he would recommend that they do so.

Mr. Reuben Davis said that the first two speakers stated that they do not harrass people yet he has them on video tape doing exactly that. He said that Commissioners can look at his tape at their convenience.

Mr. Davis said that the first speaker claimed that he only targets doctors, lawyers and professional people. The video tape shows that the people targeted are beguiled and bewildered young people who are looking for the departure gate and cannot speak English.

Mr. Davis said Mr. Leiberman mentioned Hyde Park and free speech when he spoke to him but he never mentioned London airport and free speech. He said that Mr. Leiberman knows that they would all be out within minutes of issuing pamphlets or harrassing people.

Mr. Davis said that he was not against free speech for religious purposes but felt that it should be done in the appropriate place ... a church not an airport. He said that there are 600 charitable organizations in the Bay Area. He asked what would happen if they all applied for licenses to solicit at the Airport.

Mr. Davis said that the Airport has announcements that it does not endorse the solicitation of funds, yet, a license is an endorsement.

Commissioner Mattison said that there is a significant difference between endorsing a right to exist versus endorsing the content of what the person does with that right. He said that to the extent that the Airport is informing the public that they are under no obligation to give money to these people and we make it extremely clear that it is absolutely independent of the Airport functioning, we will have succeeded. The Commission will keep it under review. The Commission is not licensing in order to endorse a point of view.

Mr. Davis asked in how many languages will the announcement be made. He said that these people are harrassing passengers.

Mr. Davis asked what the Airport would do if it received 500 applications for licenses from charitable organizations.

Commissioner Mattison said that they will have to respond in much the same way they do when 500 van operators decide to apply for access to the Airport. He said it is a difficult management issue but is confident in staff's ability to respond appropriately. He said that since the problem doesn't currently exist he cannot address it hypothetically.

Commissioner Murphy said that the Airport will take this a step at a time. He believed that the California Constitution is different and somewhat more expanded than the Federal Constitution.

Mr. Davis said that the Airport Police should be instructed to arrest those individuals who harrass passengers.

Commissioner Mattison hoped that staff would go a little further than just non-endorsement language and specially address the fact that no one is obligated to give money. He suggested giving the Police guidelines about keeping an eye out for overt abuses. This would help feedback on the monitoring and enforcement process.

Item No. 7 was adopted unanimously.

7. Authorize Director of Airports to Execute a Personal Services Contract for the Provision of Airport Issues Advocacy in the State Legislature

No. 92-0319

Mr. Turpen explained that this item is designed to allow the Airport some additional legislative advocacy assistance in Sacramento with respect to airport issues. The City has a lobbyist assigned to monitor City-wide issues but occasionally there are specialty issues that come before the legislature which are airport-only in nature. They often deal with land use decisions, noise, airline access, terminal restrictions, etc. In that regard, he would like to hire an individual or firm that would represent the Airport in those specialty cases.

Commissioner Murphy asked if the City had a professional lobbyist.

Mr. Turpen responded that a member of the Mayor's staff is currently assigned to represent the City on legislative matters.

Commissioner Mattison said that it was fine with him. He said that if the City gets back into the full-time professional lobbying business this can be revisited. This action is prudent at this point.

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G. NEW BUSINESS:

Mr. Turpen introduced Mr. George Teebay who is the FAA Federal Security Manager for SFO. He said that Mr. Teebay has done some exceptional work in the security area in integrating and coordinating all the efforts of the airlines and the Airport to provide a cohesive and effective aviation security framework.

* * *

H. CORRESPONDENCE:

There was no discussion by the Commission.

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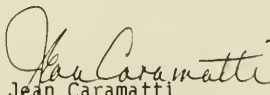
I. CLOSED SESSION:

The Airports Commission will go into closed session in accordance with Government Code Section 54956.9(a) to discuss the following pending litigation: (1) Millbrae, Brisbane et al v. Airports Commission; (2) Sierra Point Associates Two, The Koll Company v C&CofSF; (3) Robertson v. C&CofSF.

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J. ADJOURNMENT:

There being no further calendared business before the Commission the meeting adjourned at 10:05 AM.


Jean Caramatti
Commission Secretary

